App. F. IX-4

Previous References. (194 . War.)

File No. 281-42
Serial Nos. 1-37.

Later References.
90-43

P195

GENERAL AND REVENUE SECRETARIAT

Serial Nos. 37

Part B for November 1943.

SUBJECT

Railway Security.

M. Krishnan
28-3-45

1305 W. Railway Security

General and Revenue Secretariat | W File No. 281 of 1942-3. | [App. F. III-2

Serial No.

2 1942
3624

CHIEF SECRETARY
27. OCT

Letter No F161/1942 dated the 24th Oct 1942 from the Secy to the Resident in Mysore regarding Railway Security.

(1) Copies of the Resy letter will be sent to the G. M. Mys. Rys. & the I. G. P. for necessary remarks in the matter. Subd for orders. (2) [illegible]
27/10/42

[illegible]
26.x.42
5a. [illegible]

(4) [illegible] (3)
Law Dept. [illegible]
25/10/42

[illegible]
27/11

G.O. 5a dt 3rd Nov. 42.
3/11

(5) Forwarded with Comments to the Inspector General of Police for [illegible] & remarks regarding [illegible]

3 III/42 [illegible]

Returned with Comments.

(6) The only lines given in Appendix A. over which we have police jurisdiction is the Yesvanthpur-Kankanhalli Section. & there will be only one Local police, Sub Inspector

NOTE—Cont. Sheet.

WD 04155—GPE—55,000—23-10-41

1305
W.

Rly Security

W File No. 281 of 1942-3

General and Revenue Secretariat

Serial No.

if necessary by the Mysre State Roads, and enforcing the check of village responsibility we shall be able to protect our lines against sabotage.

J M Deihadey
D.G.P.
8/4/42

(7) A reply may perhaps be sent accordingly

Sn
6/11

Briefs

(8) ~~Law Dr~~

(8) Since then, two Laws relating to communications by Rail in Jurisdiction, between Bangalore & Hindupur which also have been suggested to certain Conditions. Now the Laws before the Lines also.

Sn
7/4

(9) Law Dr
Discussed with G. M., DSP & C.C.

BS reply may go to the Residency stating that the Railway Police is being strengthened and Special Sub-Inspectors are being appointed to frequently visit all villages along which Rly lines pass in order to enforce villagers responsibility and an arrangement for temporarily sanctioning rewards or allowances for

1305 W 14th V

Railway Security.

General and Revenue Secretariat. | W File No 281 of 1942-3. | [App. F. III-2

Serial No.

... civil
... 13 1942
No 4179

the satisfactory discharge of such responsibility is also being worked out ~~in detail~~.

10) The Police ~~will be~~ and the villagers will ensure general watch & ward. But it is hoped that the Military will be able to protect important Railway Stations like Bangalore city & Yesvantpur, ~~& other important stations~~ It is presumed ~~such as essential Watering arrangements etc through them~~ & also that escort for troop, ammunition trains will be looked after by the Military. Plans and D.S.P.'s further proposals ~~are~~ in consultation with Gen. Bangalore Rly who agreed to an expenditure of Rs 4000 a month for the purpose

11-11-42

11/11

11) Subd with a draft reply to Ct Resy for consideration in Ct meeting & the D.S.P. on G. M. M.S.Rly.

12) [illegible]
12/11

13) For opinion before issue
Law D.
13/11

14) [illegible]
13/11

15th June
13/11

CHIEF SECRETARY
12. NOV. 1942
OF MYSORE

RS
12/11
Sc

From The Secy to Govt Home & Revenue.
No. C.161/1942 - 12th Nov 42
[illegible]

NOTE—Contn. Sheet

1305
1484 W.
1511 1793/W

Railway Security.

W File No. 281 of 1942-3.

General and Revenue Secretariat.

Serial No. 3.

OFFICE OF THE MINISTER FOR LAW
DEC 12 1942
No 5201

Issued Bd. 1019 & 14th Nov. 42 to the Rly. 2158/W Insp. 2159/W S. M. M&S. 2160/W C.C. M&T.

From The Deputy Chief Staff Officer Rajkot

4.

D.O.M.F. 161/1942 & 7th Dec. 42 requesting to intimate the precise details of the contemplated arrangements on the M&S.M Broad Gauge Rly.

16) The Rly want to have precise details of the contemplated arrangements on the M&S.M Broad-Gauge Rly. for which the Rly is responsible from the police point of view. Advice for orders whether the I&I may be consulted as to the details contemplated for Rly Security for the above line.

particularly as regards enforcement of Village responsibility

(RS 11/XII)

17) Yes

Chief Sec

18) Yes

Law Dept

19) Yes, as above

Chief Sec

1539 12

13/12

Forwarded with compliments to the Inspector General of Police. Two copies of remarks 1 & 2 are enclosed.

14.12.42

Chief Secretary

Ref. No. 67/W dt. 14.12.1942.

No cir. 83/Corr 43.

21) Returned with Cheque/Receipts. I have placed below a note giving the details of the Cheques for the Mesrs. Broad Gauge line

J M Denaday
D.C.P.
16/1/43

OFFICE OF THE MINISTER FOR LAW JAN 18 1943 No. 6233

22) The scheme outlined seems to be workable. The length of lines allotted to each group of Patrols seems to be too much & it seems to be desirable to reduce it to make the Patrol really effective

some cases

16.1

Advise PS

23) 17/1

Law Dept

24) Dept to Rly & forwarding Copy showing the full scheme will be brought into effect as soon as the Govt. ~~has agreed~~ to the expenditure is Communicated. Dept to the Govt to Govern before above.

8/1

OFFICE OF THE MINISTER FOR LAW JAN 20 1943 6.328.

25) 18/1

Subd with a draft reply to Ch Rly for consideration with mem to Ch Sec.

40141 25 M SORE.

26) 18/1

27) P.S. 18/1

28) P.S. Ch

29) for approval before issue

Advise PS

Law Dept & Govt 21/1 & 20/1.

5633

D.O

5 Issue Pol. 1513 & 26th Jan. 43 to the Resp.
3233/W Mem 188

6. From The IG of Police.
CC 83/4220 d 15th Jan. 43 forwarding a Scheme for Ry Security in respect of the Vizagapatam-Howrah line over which this Govt has police jurisdiction and stating, that in view of the cool weather, the Scheme was for the present in abeyance in Chhattisgarh Div only.

2) As desired by the Adjutant Head Qrs. Southern Army the Resp requested this Govt to intimate as to the extent they would be able to assist the Head Qrs (a) with Police (b) a system of village responsibility (c) any other means. So far as the Ry lines under the jurisdiction of this Govt are concerned, I Kind reference is invited to the ref. sent to the Resp in the matter.

3) As regards the M + J.M Broad Gauge line (Bangalore to Bisnattam 56 miles) for which the Resp is responsible from the police point of view F a ref. has been sent to the Residency intimating the arrangements proposed and stating that the Scheme will be brought into effect as soon as the agreement with M.S.M.Ry to the extension is communicated.

I As desired in this office memo

the I.G.P has now sent proposals in respect of the Yshwantpur Harihar line over which the Govt has police jurisdiction at present. The G.M. M.S. Rly has agreed to an expenditure of Rs 4000 a month for this purpose. Since the arrangements for the above railway system in the State would be very expensive the ISP has sent proposals only for the above line with which the G.M has also agreed. The total cost comes to Rs 3600 per month for the Yshwantpur Harihar line. In view of the heavy cost, the IGP in consultation with the the G.M M.S.Rly has suggested that the scheme may be tried for the present in Chikkaballapur Dist, since most of the trouble is on this Section of the line and the cost comes to Rs 937/8/- per Chikkaballapur Dist only.

3rd) In this connection Govt. Memo is invited to Rly letter dt 8th Dec. 42 (Para 2) from which it is seen that a similar responsibility will devolve on the Mysore Govt for the Bangalore Harihar line when the jurisdiction over that line is shortly handed over by the Rly. The responsibility for the protection of the Bangalore Harihar line which is classed as first priority by the G.O.C Southern Army in Karnataka

In view of the Rly letter dt 8th Dec. 42 it is for consideration whether the IGP may be requested to prepare schemes at a lesser cost for both the Bangalore Harihar and Harihar-Shimoga line

CVD.1140—GPB—50,000—5-11-42

1793
2208
W

Railway Security

Continuation Sheet. W File No. / Current No. 281 of 42-3. Page.

(Since police jurisdiction is shortly to be handed over to the Govt by the Rly shortly) or the proposal of the GSP to fix his detachs in Chitaldrug Dt for the present may be approved. Subd for perusal and orders.

Cost of RS 937/8/- 11 / 11 2 50

(RS 2641 Sec)

CHIEF SEC. 5 FEB 19 GOVT. OF MYSORE

93) At the emergency has somewhat abated. The scheme may be tried over a smaller area to begin with, with a view to its extension over the whole line as need arises.

5/2/43

Secy (Fin)

34) In supersession of the D.G.P, the proposed scheme may be tried in Chitaldrug Dt in respect of the section of the Railway line running in that District - The cost will be about Rs 11 000 per annum. After gaining some experience as to how the scheme is working, it can be extended to other portions, according to necessity & urgency.

Sd/- Mirza
for
Dewan
through Secy (Fin)

FINANCIAL SEC. U.O.No. FI 352 FEB 1943

6/2

95) I have no objection to the experiment being tried at small cost — It would be better to fix up in such a case the responsibilities of the gangmen of the maintenance P.W. Inspector vis a vis the special patrol of the Police

Secy (Fin)
18/2/43
JD 18/2

Sd/-

Asbd with a draft to it 18/6 as directed

RS 22/2 5/2 16.

Draft No. 7

from V. to D. & S. No. C.C. 83/42/38 25.2.43 submits a further note as regards arrangements for the Bar-galow-Hindupur line

36) Draft order sanctioning the scheme for the Broad Gauge line & the Bangalore-Hindupur line is put up for consideration.

37) As regards the Hanirah line, the D.Mc are proposed to be asked to take action on the lines of the letter of 26.8.42. It may look somewhat hard that the Patrah-Patchi should be denied recommendation on this line while those on the other lines are proposed to be held O.K. for Sanday & Rs 57, 5 cm. respectively. Their reduced allowances 90-20 & 42 respectively have been accepted in the draft submitted. The cost would be reduced by ~~Rs 1700/-~~ Rs 1800/- 6 cm. as against Rs 3600 estimated by the D. & S. Dy. The M. S. Rly is agreeable to go up to Rs 4000 6 cm.

2545/W
2546/W

Continuation Sheet. W File No. / Current No. 281 of 42-3. Page.

CHIEF SECRETARY 6617 26. FEB. 1943 GOVT. OF MYSORE

Draft letter to Rendering is submitted

Ln
26.2

Mins, Fin.

3) Please put up clean copies as revised -

R
26/2

6689

3) Clean & typed

Ln
27/2

Mins Fin

4) A draft G.O & draft letter to the Rendering are submitted for consideration & approval. It is indicated in the G.O that patels on Yeswantpur - Harihar line may be paid 2 annas a day & the patels Rs 2 per mensem. When 4 annas & Rs 5 are paid on the other lines, it is desirable to pay something to the patels & patels on the Harihar line, as otherwise, it may create dissatisfaction & affect the efficiency & effectiveness of the patel work. The Ry Dept may be required to meet the cost which may not exceed about Rs 1700 p.m -

OFFICE OF THE MINISTER FOR EDUCATION Date 27.2.43 No. 4506

Edn Minister
Dewan
Minister Dept

B
27/2/43

U.O.No. 3992 27. FEB. 1943

17)

4a) Jois
27.2.43

4b) Send the letter to Resident for issuing the G.O. now.
Not necessary to issue G.O. now.
A draft G.O may be sent to Resident for issuing the G.O. when the letter is received from the Resident.
Jois 3/3

Issued D.O Pol 1161 dt 5-3-43 to Secy to Resident.

4c) Copy of letter may be sent to P.S.D.
Jois

From the Hon'ble the Resident.

D.O.No.F.161/1942 dated the 3rd March 1943 forwarding a copy of a Note regarding internal security measures in Railway lands and desiring information regarding the degree of preparedness and the stage to which village responsibility has developed in the State.

Dewan's minute on the P.U.D.

"Urgent. For study and a brief note"

(Intd.) N.M.4-3-43.

43) The main point stressed in the note relates to village responsibility as part of security measures in Railway lines. A scheme of village responsibility over the three vital Railway lines in the Mysore State has been drawn up in consultation with the Inspector General of Police and a note has also been sent to the Residency showing in detail the arrangements under contemplation. This disposes of the second paragraph of the Hon'ble the Resident's letter. The detailed scheme has yet to be formally sanctioned and put into operation, though a system of village responsibility as indicated in D.O.No.1010-19/C.B. dated the 24th August 1942, is stated to be in force. A system of signalling or other means of communication between the village patrols and the nearest strong points has to be worked out and developed so as to enable the former to secure assistance from the latter with the minimum of delay in cases of necessity. The question of recognition between the permanent-way staff and patrols on the one hand and troops, police or aircraft on the other has also to be investigated. The Inspector General of Police may perhaps be consulted in regard to these points and his definite proposals in the matter called for.

P.T.O.

The Hon'ble the Resident has invited particular attention to paragraph 15(c) of the note. Paragraphs 14 and 15 are the only paragraphs referring to the questions in relation to Railway lines in the Indian States over which jurisdiction has been ceded. No action is called for in regard to points (a) and (b) referred to in paragraphs 14 and 15. As regards paragraph 15 (c) to which the Hon'ble the Resident has drawn special attention, it is stated in the note that States are being advised to extend their counterpart to Sub Rule 1 of Rule 59(A) of the Defence of India Rules so as to include in it provision empowering the authorised officer of the State concerned to require male persons in the State areas specified in the order of authorisation, being an area adjoining Railway lands, to appear before an authorised officer of the Railway lands with a view to the enforcement on him of that Sub-rule. Rule 59 (A) provides that any officer of Government authorised in this behalf by general or special order of Government may, within such area as may be specified in the order require any male person in that area to assist in the maintenance or restoration of law and order or in the protection of property for such period and in such manner as the officer may direct. The object of the amendment proposed is not, however, very clear and it would seem that the existing provision can be availed of for requiring any person to appear before an authorised officer of the Railway lands. The following words may perhaps be added on to the Rule.

> "and with a view to the enforcement of this Sub-Rule may require any male person in that area, being an area adjoining Railway lands, to appear before an authorised officer of the Railway lands."

The note shows that the Railways are intended to be divided into strategic and non-strategic lines and that different methods should be adopted for the security of each of these. (Vide paragraphs 10 and 11). No information is available as to how the lines in Mysore have been proposed to be classified and whether in respect of any of these the army should assume responsibility.

2601/W

In regard to the extent of village responsibility also, the Conference have made a distinction between dangerous areas, doubtful areas and safe areas and have suggested different principles for the security of these lines (page 6).

213
6925

46) A copy of the note may perhaps be sent to the Inspector General of Police for study in consultation with the General Manager, Mysore Railways and for submission of proposals, if any, in mutual consultation to give effect to the principles agreed upon, at the conference, having regard to the arrangements already made.

9/3

9/3

45) 10/3/43

10/3

46) Subd with a draft to Govt with memo to Gen. M. Mys Ry with reference to orders supra.

47)

RS 10/3 Secy

18) Memo 3642/W d 13th March 43 to Govt.
3643/W Memo G. M. M. S. Ry

2601
2681
W

Railways Security.

19. From The Hon'ble the Resident.

D.O. No F. 161/1942 d 12th March 43 forwg relevant extracts from the summary of conclusions reached at a Conference held by the Political Dept to discuss the problems peculiar to States.

7148 With the previous Note received from the Hon'ble
C the Resident was sent to the Govt for views as to various
to the existing arrangements and submit proposals if any
B in consultation with the G. M. M. Rly. A Note
has already been sent to the Rly showing the
arrangements made for observing the responsibility
of village officers. A copy of the present letter with
the enclosure will be sent to the
A Govt and G. M. M. Rly for information
in continuation.

Sd/- A. Mayhew
for
15/3

Chief Secretary

RS 15/3
SG 7189

CHIEF SECRETARY
15 MAR. 1943
GOVT. OF MYSORE.

Sd/- Devaraj
for personal. The G.O dropped
sanctioning the proposals of the Addl G.P in regard to
Rly security measures, including the payment of
remuneration to village patels, has not yet been
issued, as it was thought that in view of the altered
situation, it was not so urgent & that the reaction
of the authorities concerned, in regard to meeting the cost of
the scheme on Bangalore-Madras & Bangalore-Guntakal
lines, may be watched before taking action.

Sd/- Devaraj
16/3

Sd/- Illegible
18/3/43

SG 18/3

Sd/- Illegible 18/3

Sd/- Illegible 18/3

SG 18/3.

20. Issues 3691/W 9 19th March 43 to the G.P.
3692 for information

14 From The IGP.
CB 28/42-43 d 21st Feb. 43 forwarding 3 copies of the instructions issued with regard to the arrangements for Rly protection at Yeswantpur Harbour Line.

53) The Main file on the subject was submitted to the Hon. Minister for Revenue. If necessary a copy of the instructions issued will be given to the Rly Sectt. submitted for perusal and orders whether a copy need be sent to the Rly.

54) For perusal
Submitted
2/3

55) Please ascertain from the D.S.P whether village patrols are also necessary in addition to Police patrols.

56)
Submitted with a letter to the IGP.
2/3

57) Sent herewith

15 Issued 3570/W d 2nd March 1943 to the I.G.P.

16. From The C.C. M&ST.
4985/P.C. 1156/42-43 d 1st March 43 forwarding for information a copy of Head Qrs letter re: Railway Protection.

58) Submitted for perusal. The letter is marked to the gist of conclusions reached at a meeting held

CHIEF SECRETARY 6787 2 MAR 1943 GOVT. OF MYSORE.

6778

in the Political Dept on 5th Octr. 42 to consider Railway Security Measures on railways in India & submit for perusal

[illegible]

[illegible]

9) Their reference is invited to para 3 (b) of the enclosure to C.S.'s letter. Please

[illegible]

NLL
6/3/43

6/3

SECRET. 3054/W.

22.[illegible].43
NO. S.M.-245/43-2

DEWAN'S MINUTE

FILE No. 194

Camp Fernhill,
22nd April 1943.

(60) I enclose a letter No.F.161/1942 of the 21st instant from the Hon'ble the Resident on the subject of the schemes for the protection of railway lines (the broad gauge line of the M & S.M. Railway and the Bangalore - Hindupur line) in the State and of my reply. I shall be glad if the papers are put up to me early with complete references and a note on the points raised in the Resident's letter.

DEWAN.

Chief Secretary)

13.

(61) Kind reference is invited to letter dated 5th March 1943 to the Secretary to the Hon'ble the Resident, with which a note was sent showing the arrangements made for enforcing the responsibility of village officers and communities in connection with Railway security on the three vital Railway lines in the State namely, the Madras-Bisanatham Section of the M.&.S.M. Railway(Broad-gauge) (2) Bangalore-Hindupur up to State limits and (3) Yeswanthapur - Harihar. It was stated that as regards the Madras-Bisanatham line, the jurisdiction over which and the responsibility for which from the police point of view, vested with the Residency, the cost should be met by the M.& S.M. Railway or the Defence Department as the case may be, and as regards the Bangalore - Hindupur line it was explained that the arrangements for intensified village co-operation outlined in the memorandum are to be undertaken solely to

meet military requirements and that therefore the cos
involved, namely Rs.1,000/- per mensem was a legitima
charge on the Defence Department. It was explained
in regard to the Yeswanthapur-Harihar line, which from
from the military point of view was of comparatively
less importance, some simple arrangements should be ma
and the remuneration on a small scale would be paid t
the patels and that the cost on this account would be
by this Government.

(2) In the letter now received the Hon'ble the Reside
has drawn attention to paragraph (2) of the summary of
discussions and conclusions which took place at a meet
held in the Political Department on the 5th February a
has stated that the States are not absolved from the
responsibility for the protection of the Railways lyin
within their territories and that they should accept a
discharge their share of responsibility. He has adde
that both the Railway and the Army have objected to pa
for village responsibility and security on the Railway
and requested that the matter may be reconsidered and
the question of payment for the schemes by either the
Railway or the Defence Department may be waived. He
also stated that it is necessary that the scheme shoul
be put into operation as early as possible.

In the summary of discussions referred to, it is st
that apart from the aspect of Defence of India as a wh
Railways are vital for the life of the community and i
an emergency such as recently arose and may at any time
recur when the machinery of the Railway Police and Rail

Watch and Ward is insufficient to cope with the situation, co-operation of the State Administration and State subjects is essential and that States should therefore as a matter of practical necessity in their own as well as in the general interest, accept and discharge their share of responsibility. They further observe that it is clearly essential for the adequate protection of Railways that the systems of village territorial responsibility and village patrols should be introduced and enforced. The Hon'ble the Resident has further stated that the expenditure on the two sections of the Railway is not so large as to be beyond the capacity of the Mysore State to shoulder.

(63) As pointed out in the communication to the Residency, intensified measures have been proposed in respect of the two sections of the Railway in view of their military importance, while a comparatively simple and less expensive scheme is contemplated in respect of Yeswanthapur-Harihar line. It is a matter for consideration therefore, whether this aspect may not be urged again as a matter of principle and not on grounds of either capacity or otherwise to bear the charges. It may also be noted that the States were not a party to the resolutions which were arrived at at the meeting referred to in the Residency's letters.

CHIEF SECRETARIAT 9602 24 APR. 19 GOVT. OF MYSORE

64) Reference invited to the Summary of Discussions at a meeting held on the 5th Feb 1943 at New Delhi re this matter. It is true that we were not a party to the resolutions

Flag Y.

decisions reached at that meeting. 9812

The additional cost involved by the adoption of these special measures, in the case of Bangalore - Hindupur and Bangalore - Bisanattam lines, is Rs 1930/- p.m. The grounds on which it was proposed that this cost should be met by the concerned Rly admn or by the Defence Dept was neither our incapacity to meet this expenditure, nor any desire on our part to be absolved from responsibility. It is really on a question of principle. Whether it is necessary & worthwhile to press this aspect of the matter again, is however, for comnd & orders.

Min. Rly & Com
& Dewan

WD
29/4/43
(a) The amount is not much & need cause no worry but on a question of principle, we ought to stand out for the party benefitted by the Rly Co. to pay.

28.4.

26/4/43
28/4/43

8222

(b) A copy of my reply to the Resident is placed in the file. The DGP's report on the action taken by them may kindly be sent to me on receipt

1610 or 6/15 A to D.G.P. &
1611 or 6/15 to Residents.

WD 6/5/43

1/5/43

WD 1140—GPB—50,000—5-11-42

3156 3195
W. Ry Section

Continuation Sheet. W File No. / Current No. 281 of 42-3. Page.

22. From Secy & Resigns
No Ta.162/1942 dy 5-5-43.
Intimating sentence from C.M.A.
Dunedin dy 5-4-43 and requesting
that the services and character
may be furnished with descrip-
tive particulars

67) Such particulars in copy
of the discharge may be
sent for information & Reg.
D. Cy, D & G. In any Rep-
ly

5q 68) Ltr to Secy
7/7/43. 7/5

69) WT
10/5/43

From D. Cy. P.
25. No C.S 28/42-43 of 10-5-43
states that civilian particulars are
also necessary and requests
that proposals may be
submitted in connection
with the grant into opera-
tion when same hereafter arise.

70) Such letters to D. Cy. P
should be written by unit superior
to paras 67-69 supra.

Letter from D. Cy. P dy 10-5-43

3195
W. Rep's security

Continuation Sheet: W File No. / Current No. 281 of 42-3. Page.

is submitted with reference to para. 5 supra.

The letter dy 15-7-43 referred to in the present reference has not been received in the new section nor is it available in the Pro file. D.O.C.B. for information if a copy of the said letter may be obtained from the H.Q. P.

24) Issued A 05-57-58 dy 12/5/43 of 9.Cy.P.s Cy in Mys.

5/5. 12/5/43. 7) Issue and obtain a copy of the letters referred to in the A.G.D. MW 12/5

8) Issued with a draft explaining the H.Q. P. Rules & D.G.P. as directed.

5/5 12/5/43. 9) Issue MW 12/5

Issued 4263/W dated 12.5.43 to the Head Qrs. Asst to the I.G. of Police.

D.O.No C.B 28/42-43 dy 13-5-43 from Supdt. Sowcar forwarding copy of letter dy 15-1-43 & stating that the date 15-7-42 was incorrect.

7A) The letter dy 15-1-43 had been received and the proposals were considered and a draft order was put up. But it was ordered not

3154/W.
3175/W.
3213/W.

Rly Security

Continuation Sheet. W File No. / Current No. 281 of 42-3. Page.

[illegible] (para 2 supra) [illegible] the question [illegible] payment of charges for the [illegible] Broad gauge [illegible] and Bangalore [illegible] lines by the S. Ry. Railway Department Dept was consulted and the matter is under correspondence.

Kindly reference is invited to this latest D.O letter of 6-5-43 of the Dewan to the Resident in the matter. The D.G.P was also asked to report the action taken.

It is for orders if the compromise scheme referred to in the letter of 6-5-43 may be awaited or the G.O issued with instructions to put the scheme into operation when an emergency arises.

11087
CHIEF SECRETARY
15 MAY 1943
GOVT OF MADRAS

14/5/43. 75) A reply from the Residency to the Dewan's D.O. letter of 6th May may perhaps be awaited.

MEN 14/5

Chief Secy 76) Please see me. Has the IGP sent a report of action taken – re the report which was due within a week? –

WG 17/5/43

Continuation Sheet. File No. 3274 Current No. 281 of 42-3 Page.

77) Send with this copy of Demi-D.O. No [illegible] 15-5-43 to the Resident [illegible] the report received from the S. G. P.

15/5/43 78) The S.G.P. has sent in his report and a copy of it has been sent by the Dewan to the Resident. He states that the first practices will be held on the 20th of this month, and his scheme contemplates Village patrols. The G.O. already approved, may perhaps in the circumstances issue with instructions to put the scheme into operation when an emergency arises.

19/5

Chief Secy

79) Minutes may await a reply from the Residency.

Min Rev [illegible] WD 27/5/43

L

Dewan KA 28/5

80) WD 28/5/43

L

28. D. O No 161-1942 dt 6-2-43, from the Resident requesting that the village responsibility scheme be put into force immediately.

81) Send with reference.

CIVIL SECRETARIAT 19 MAY 1943 GOVT OF MYSORE

OFFICE OF THE MINISTER FOR FINANCE & REVENUE 28 MAY 1943 10094

It is for orders if the D.G.P. may be asked to post additional forces immediately to the Scheduled areas with it. A letter dated 12-5-43 draft already put up in the matter was asked not to be issued then. Whether it may also be issued omitting para 2.

Submitted for orders.

5/5/43. 9/8/43. (1) The Residency has requested that the scheme of Village Responsibility as regards Reporting Movements may be put into effect immediately. It is also suggested that the Scheme of Police is in touch with the D.C.Rs. It is not known as to what the latter has done.

(2) The scheme contemplates payment of allowance to the Patwaris and the Patwaris of Salaries like Lambardars. As regards the agency who must use cars, the Residency pointed that these should be with the Police while the Deputy in his letter dated 2.5.43 has indicated that there is a question of principle that

Rly security

[illegible]

[illegible] P.C. ... 9/8/43

(The Sec'y to the Rly told me in connection that Madras was not putting the Scheme into effect, on further consideration. Please put up on receipt of this letter.)

WD

29. From . The Agent to the Govr Genl at Resident D.O. No 161/1942 d 16th aug. 42 stating that the CSP Madras has telegraphed to say that he has cancelled the orders issued by him re. putting into effect the Railway Protection Scheme.

Q The Rly letter d 6th aug. 43 desires the Govt to put into force immediately the Village Responsibility Scheme for the line Bombay or the Railways Bangalore-Binnamangala or Bangalore-Hindupur, since the CSP in Madras has already taken Necessary action. The PWD States that the Madras CSP has cancelled his previous orders. As such No action seems Necessary in the above lines at present. If telephonic Copy of both the letters will be sent to the CSP for information.

Submitted for perusal and orders.

[illegible]

Min Ed

WD 6/9/43

4/9/43

OFFICE OF THE MINISTER FOR EDUCATION
Date 6-9-43
No 6664

CHIEF SECRETARY'S OFFICE
4 SEP 1943
GOVT OF MADRAS

9 AUG. 1943
GOVT OF MADRAS

WD 1140—GPB—50000—5-11-43

35c 580/w Railway Security.

Continuation Sheet. W File No. Current No. 281 of 42-3. Page.

Avbd with a letter to CRSI forwg copies of the letters from
(PS)
30/7/19 Issues 501/W dt 7th Sept 19 to CRSI.

Ry. 14.]

(103)

RAILWAY SECRETARIAT.

Routine Notes.

[To be used only for notes, requisitions, etc., not intended for permanent record.]

P UD 32.

Residency letter No. F. 161/1942 dated 5-8-1943 requesting to obtain and furnish the information asked for by the O.C., 3rd Bn. M & R Sikh Regt., in connection with 'Ry. Protection

R

1) It will be seen from the enclosure to the Residency letter under disposal that the Officer Commanding has requested the G.M., Mys Ry., direct to furnish the information referred to therein with copy ~~of~~ to the Residency requesting to cause the D.I.G., Mysore State to furnish the required particulars referred to.

2) The G.M., Mys Ry will no doubt give his reply direct to the Officer Commanding in the matter.

3) As regards the protection measures of the D.I.G., Mysore State, required to be furnished, it may be stated that the matter has to be dealt with in the Protection Branch of the Chief Secty's office and if approved this will be referred to that Branch for taking necessary further action.

(Sd) 10/8 10-8-43.

D. 353.

Protection Br W.C. 10/8

10-8-43.

A draft to the D.G. of Police is put up.

Please send the file to Home Secretariat.

11/8

N.B.—*Should routine notes be written on small slips, the notes must be copied, or slips pasted on this form.*

WD 06614—GPB—1,000—23-5-40

Ry. 14.] 394/25 1037

RAILWAY SECRETARIAT.

Routine Notes.

[To be used only for notes, requisitions, etc., not intended for permanent record.]

which is dealing with the Railways Protection Scheme.

11/8

(To War Sec.)

Send for orders if the despatch may issue. The enclosed file on Ry security is returned herewith.

5.9.
13/9/43.

for Secretary

12/9

Issue.

11/9
31/8/43

33. Issue 472/0 d 11th Sept. 43 to HQ BR

Continuation Sheet. 698/W File No. Protection Measures for the different sections of the Mysore State Railways Page.
Current No.

34. From : The USP.

CB 28/42-43 dt 11th Sept. R. 43 forwg copies of sections for the protection of important Rly lines which have been drawn up.

The O.C 3rd Bn M & R Sikh Regiment has called for the information from the Railway for his personal studies whether copies of the Schemes may be sent to the Regt and a verbal note on the lines of the USP's letter.

Portion of the above may be sent to the Railway Authorities (Mining Section) Min Edn) WD

GENIE 473 15 SEP 1943 GOVT. OF MYSORE

ATIO Date. 17.9.43. No. 1683.

(RS 15/9) 15/9 120

15/9 WD 18/9/43

20/9/43

Submitted a draft to the Regt.

(RS AV) 35. 36 Copies of Pol. 722 & 10th Octr. 43 sent to the Regt

From The Regt to the Standard the Railway F. 61/44 dt 28th Octr 43 requesting that a Rly Security Scheme for the Bangalore Station may be revised and in the light of facts stated in the letter and that a copy of the revised scheme may be sent to the Regt only.

If approved the Bd will be requested to revise the Scheme on the lines suggested. Asked for formal approval with a draft to the Bd.

Issued 85 w d 5th Nov. 40 to the Bd.

Resubd

- Min Ed)
x Min PW
& Dewan)

12/11/43

2855
6 NOV. 1943 GOVT.
2877
2651
4 NOV. 1943 GEN. & P.W. CTT.
4 NOV. 1943 GEN. CTT.
OFFICE OF THE MINISTER FOR PUBLIC WORKS
9 NOV. 1943
No. 2800

GENERAL AND REVENUE SECRETARIAT,

Dated, Bangalore, 24th August 1942.

D.O. No. 998-1007/C.B.

My dear Sir,

It is reported that in certain areas, small batches of mischievous persons have caused considerable loss to public property, such as, Telegraph and Telephone-wires, Railway communications, Post Offices and buses. There is no doubt that the public in general disapprove of such activities and would be glad to assist in any measures calculated to put down the mischief quickly and effectively. The sober elements in the public should be roused to assert themselves, condemn acts of lawlessness and destruction and organise themselves for preventing the senseless damage that is being caused to public property. I am, therefore, to request you to arrange with the National War Front Committees, Representative Assembly and Legislative Council Members, and District Board and Municipal Members and leading citizens for a vigorous drive immediately to fight these subversive activities and to prevent the loss that is being caused to public property. Every encouragement should be given to persons who come forward to help this drive. You may liberally reward any individuals who show exemplary zeal in this direction. Any expenditure that is found necessary in this connection may be debited to the special sum of Rs.10,000/- placed at your disposal for emergencies.

Yours sincerely,

M. G. MEHKRI,
Chief Secretary to Government.

To--The Deputy Commissioners of Districts.
The Municipal Commissioner, Bangalore City Municipality.
The President, Mysore City Municipality.

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GOVERNMENT OF MYSORE

GENERAL AND REVENUE SECRETARIAT,

Dated Bangalore, 24th August 1942.

D. O. No. 1010-19—C. B.

My Dear Sir,

In view of the interference with Telegraph and Telephone wires and with Railway communications that has been going on for some days, I am desired to impress upon you the need to take immediate action to enforce the responsibilities of the Village Officers fixed on them by the Criminal Procedure Code, the Mysore Railway Act, the Mysore Cauvery Power Transmission Line Act, the Indian Telegraph Act and other Acts (Extracts enclosed for ready reference). The Police subordinates and the Revenue Inspectors should be required to visit every village through which the railway, telegraph, telephone or Government electric line passes and to arrange that the Village Patel, Toti and Talari and the village community carry out the prescribed duties in the matter of preventing and detecting damage to public property referred to above. They may also be given the assurance that liberal rewards will be given to village officers and servants and also to private individuals who apprehend any offender or prevent any act of sabotage. The Sub-Division Officers and Amildars should tour in the affected areas and stimulate work on these lines immediately and arrange for systematic watch and ward forthwith so that damage to public property may not take place in their respective jurisdictions and all likely offenders may be rounded up. The Village Vigilance Committees recently organised may also be utilised for this purpose wherever possible.

I am to request you to acknowledge receipt of this communication.

Yours sincerely,

M. G. MEHKRI,
Chief Secretary to Government.

To—The District Magistrates of Districts.
The Inspector-General of Police in Mysore.

W 281-42-1

1305/W.

The reply to this communication should be addressed to the Secretary to the Resident in Mysore, Bangalore, by designation and not by name.

Secret. No. F.161/1942.

FROM

THE SECRETARY
TO THE HON'BLE THE RESIDENT IN MYSORE.

To

The Chief Secretary to the Government of Mysore,
Bangalore.

Dated Bangalore, the 24th October *1942.*

Subject:- Railway Security.

25.

SIR,

I am directed to say that Advance Headquarters, Southern Army, state that the protection against sabotage of railways necessary to the conduct of operations in the area of the Southern Army will present grave difficulties if operations start. The most probable lines are set out in appendix "A" enclosed. Advance Headquarters state that it will be quite impossible for them to provide sufficient troops, and ask to what extent we will be able to assist with:-

(a) police
(b) a system of village responsibility
(c) any other means.

2. So far as the railway lines under the Mysore Government's jurisdiction are concerned I am to ask you kindly to let me know what reply you consider should be given.

3. The return of Appendix "A" is requested.

I have the honour to be,
Sir,
Your obedient servant,

Secretary to the Resident in Mysore.

SECRET. W 281-42-2. 1484 W

No. F.161/1942.

The reply to this communication should be addressed to the Secretary to the Resident in Mysore, Bangalore, by designation and not by name.

FROM

THE SECRETARY
TO THE HON'BLE THE RESIDENT IN MYSORE.

To

The Chief Secretary to the Government of
His Highness the Maharaja of Mysore,
Bangalore.

Dated Bangalore, the 12th November *1942.*

RAILWAY SECURITY.

SIR,

In continuation of my secret letter No.F.161/1942, dated the 24th October 1942, I am directed to forward for information and favour of such action as may be considered necessary by the Government of Mysore, copies of the communications noted in the margin regarding village responsibility for the protection of communications during internal unrest.

Memorandum No.109215/32-GO, dated the 10th October 1942 from the General Officer Commanding-in-Chief, Central Command to the Chief of the General Staff, General Headquarters.	)
2. Letter No.P.25/v/13 dated the 9th November 1942 from the Agent and General Manager, M. & S.M.Railway Company Limited, Madras to the Chief Secretary to the Government of Madras, etc.	)

I have the honour to be,
Sir,
Your most obedient servant,

SECRETARY TO THE RESIDENT.

Secret.
Central Command, Ngra.
G.109315/32 GS, 10th October 1942

To

The Chief of the General Staff,
General Headquarters, India, New Delhi.

Subject:- War Planning.

Reference this ...q.no.10073/74 GO, dated 19th September 1942, copy to Chief of the General Staff.

1. The following extract from the minutes of the fourth meeting of the Central Command War Planning Board is forwarded for your consideration:-

"4. Item 3

Protection of communications during internal unrest.

Recent experience has shown how vulnerable railways, telegraph and telephone lines, and roads are during perious of serious internal disturbance. Large numbers of troops have had to be diverted from their urgent training and other duties for the protection of these important communications. This interferes seriously with the prosection of the war, and some other but equally effective method must be developed.

Recommendation.

Provincial Governments and Government of Indian States should:-

(a) make inhabitants of villages permanently responsible for the safety of all railways, roads, telegraph and telephone lines and offices, and aerodromes lying within the boundaries of each such village.

(b) allow some form of reward to the inhabitants of villages which carry out this duty satisfactorily. The nature and amount of such reward would necessarily depend upon local conditions.

(c) exact exemplary fines from towns and villages which fail in this duty.

NOTE. Action under (a) and (c) has already been taken in the U.P., C.P. and Berar Provinces, and the death penalty for sabotage has been obtained in these provinces. In the U.P. responsibility has been placed collectively on the village, whereas, in the C.P. and Berar Province it operates through village officials.

Authorities to take action.

Provincial Governments and Governments of States.

2. I agree with the recommendation and consider that action on the lines of the recommendation will produce a rapid improvement in the present situation.

Sd. C.E. Gillock,
Lt.-General,
General Officer, Commanding-in-Chief
Central Command.

Letter from the Agent & General Manager, Madras and Southern Mahratta Railway Co., Ltd., to the Chief Secretary to the Government of Madras, etc., No.P.25/V/15, dated the 8th November 1942.

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Village responsibility.

The question of Railway Security was discussed recently by group General Managers of Railways and among the measures proposed, to which considerable importance is attached, is the matter of vigorous institution and maintenance of the system of village responsibility. It is considered that this village responsibility should be on the following lines, which was in

1 of

ract instituted in one province during the recent disorders:-

"(1) Every village through whose area the railway runs, must be visited by a party consisting of a Magistrate, a military officer, a railway engineer officer (if available) and a strong escort of British troops and police.

(It is not sufficient and is against orders to do what has been done in several cases, i.e., to visit only the villages near which sabotage has occurred, or, in the time-honoured fashion, to order the headman of the village to meet the magistrate on his train. Every village must be visited and villagers must be made to see with their own eyes that there is force behind the magistrate's orders).

(2) The headman of each village must be interviewed and be made to understand that his village is responsible for the safety of the railway track and any other railway or government property within the village area (to be defined by the numbers on the telegraph poles) and that his business is to assist the police in the maintenance of law and order.

He is to be made to sign a written agreement to that effect.

(In many cases the written agreement is not being taken. In these cases the officers have been ordered to go again and get it. This written agreement has no legal value whatsoever, but it has a considerable psychological effect).

(3) The village headman is to appoint a protection party of 5 men who will patrol the line in their area by day and night. This party is to carry a distinguishing flag - white with a red diagonal. The party is to be given a written permit to patrol the line. Military troops and police whose duty takes them over the line are to be told in writing of the presence of these patrols and their duties. (Where this has been done it is working well).

(4) The village headman is to report to the local police station or to the nearest troops or R.E. station the presence of any suspicious strangers in the village. The villagers are to catch these men if they can, and bring them in. If the men escape the villagers are to report where they came from and in what direction they made off. (Information about these men is most important, as it may enable them to be traced).

A case is reported of villagers catching several men, but on being told that curfew was on they got frightened and let the prisoners go).

(5) In the event of the agreement being broken and a case of sabotage occurring in the village area a collective fine will be immediately imposed upon the village unless there is a satisfactory explanation and positive proof that the villagers have done their best to prevent the damage.

This fine must not be a large one. The amount will depend upon the offence, but Rs.10/- for a fish plate and Rs.100/- for a rail removed is suggested. The fine must be imposed and collected within 24 hours of the offence. If the offender is caught he must be tried, convicted and punished within 24 hours of the offence."

2. In areas where it is decided to enforce village responsibility in this way, I would institute special patrols of railway gangmen, also to check the railway track and to give timely advice of interference to ensure the safety of trains. Close liaison between these gang patrols and the measures taken under village responsibility obviously would be desirable.

3. It is considered that these measures should be instituted whenever the local authorities apprehend disorders, and no time should then be lost in instituting them and advising the railway so that the system of gang patrols can also be put in force.

4. If Government agree with these measures it is requested that orders may be issued, and that I may be advised of Government decision at an early date.

SECRET. No.F.161/1942. 15-11 W.

From

The Secretary to the Hon'ble the Resident in Mysore.

To

The Chief Secretary to the Government of His Highness the Maharaja of Mysore, Bangalore.

Bangalore, 13th November 1942.

RAILWAY SECURITY.

Sir,

I am directed to refer to my letter No.F.161/1942, dated the 14th October 1942, and to request the favour of an early reply.

I have the honour to be,
Sir,
Your most obedient servant,

SECRETARY TO THE RESIDENT.

Shall be sent reply. A.S. 14/11

Appendix F. G.—1]

SUBJECT.....

.....

.....

Diary No. of letter replied to.....

General and Revenue Secretariat

( )

the *194*

Date of issue... 14/11/42

Signed by..... Dr. S.K.V.

List of enclosures.....

Copied by.....

Examined by.....

Section War

File No. 281-42

Serial No. 3.

Secret.

No. Pol. 1019 & Ore

To The Hon'ble the Resident.

Sir, Railway Security.

With refce to your letter no F. 161/1942 & 24th Octr. 42 on the above subject. I am directed to state that the Ry Police is being strengthened and Special Sub-Inspectors are being appointed ~~to~~ ~~protect~~ 6 to visit from all villages along which the Ry lines pass in order to enforce effective responsibility and for arrangement for temporarily sanctioning rewards or allowances for the Satisfactor

discharge of such responsibility
is also being worked out.

I am to add that the Police
and the villagers will ensure
general watch and ward ~~as it is proposed~~ as proposed by Govt
that the military will be able to protect
important Ry stations like Bangalore City
Yeswantpur etc and Labour and escort
for troops accommodation and ammunition
trains will be looked after by the military.

As desired Appendix "A" is herewith
returned.

I am etc.

Memo 2158/W (Encls) Chief Secy to Govt 13/11
Copy of the above is forwarded to the TSP with compliments
with a copy of Ry letter of 24th Oct. 42
and he is requested to submit proposals
early in consultation with the G. M. M.S.Ry
who has agreed to ~~pay~~ meet an expenditure of
Rs 4000/- a month for the purpose.

Memo 2159/W Copy of the above to the G. M. M & S Ry with compliments
A copy of a further letter ~~No F 16-1/42~~ dt 7/12/42 from the Ry to the Govt enclosure is also sent for info with connection
Encls with a copy of Ry letters for information

Memo 2160/W Encls Copy to C.C. with compliments with copies of the letters.

Pd.1019

14th Nov. 1942.

The Chief

Sir,

RAILWAY SECURITY.

With reference to your letter No.F.161/1942, dated the 24th Octr. 1942, on the above subject. I am directed to state that the Railway Police is being strengthened and special Sub-Inspectors are being appointed to visit frequently all villages along which the Railway lines pass in order to enforce collective responsibility. An ~~agreement~~ arrangement for temporarily sanctioning rewards or allowances for the satisfactory discharge of such responsibility is also being worked out.

I am to add that the Police and the villagers will ensure general watch and ward. It is hoped that the military will be able to protect important railway stations like Bangalore City, Yeswantpur and it is also presumed that escort for troop and amunition trains will be looked after by the military.

As desired appendix 'A' is herewith returned.

I have the honour to be,
Sir,
Your most obedient servant,

Sd. M.G. MEHKRI,

Memo No 2158/W (Encls) CHIEF SECRETARY TO GOVERNMENT.

Bangalore, 14th Nov. 1942.

Copy of the above is forwarded to the Inspector-General of Police in Mysore, with compliments with a copy of Residency letter dated 24th Octr. 1942 and he is requested to submit proposals early in consultation with the General Manager, Mysore State Railway who has agreed to meet an expenditure of Rs.4,000/- a month for the purpose. A copy of a further letter dated 12th Nov. 1942 received from the Residency and its enclosure is also sent for reference in this connection.

By Order,

For Chief Secretary to Government.

Memo No 2159/W (Secret)

Bangalore, 14th Nov. 1942.

Copy of the above is forwarded with compliments to the General Manager, Mysore State Railway with a copy of the two Residency letters for information.

By Order.

For Chief Secretary to Government.

Memo No 2160/W (Secret)

Bangalore, 14th Nov. 1942.

Copy of the above with compliments to the Chief Commandant with copies of the Residency letters.

For Chief Secretary to Government.

RS/

of Residency letter dated 24th Octr. 1942.

RAILWAY SECURITY.

I am directed to say that Advance Headquarters, Southern ...state that the protection against sabotage of railways necessary ...conduct of operations in the area of the Southern Army will pres... difficulties if operations start. The most probable lines are ... in appam appendix "A" enclosed. Advance Headquarters state that ... be quite impossible for them to provide sufficient troops, and ... what extent we will be able to assist with :-

(a) Police, (b) a system of village responsibility; (c) any means.

2. So far as the railway lines under the Mysore Government's ... diction are concerned I am to ask you kindly to let me know what you consider should be given.

3. The return of Appendix "A" is requested.

Copy of Residency letter dated 12th Nov. 1942.

RAILWAY SECURITY.

In continuation of my secret letter No.P.161/1942, dated 24th ... 1942, I am directed to forward for information and favour of such ... as may be considered necessary by the Government of Mysore, copies ...

1. Memorandum No.109215/32-GO, dated the 10th Octr. 1942 from the General Officer Commanding-in-chief, Central Command to the Chief of the General Staff, General Headquarters.

2. Letter No.P.25/V/13, dated 9th Nov. 1942 from the Agent and General Manager, M. & S.M. Railway Company, Limited, Madras to the Chief Secretary to the Government of Madras etc.,

the communi... tions noted ... the margin r... guarding vill... responsibilit... for the prote... tion of comm... cations durin... internal unr...

Secret,
Central Command, Agra.
No.109215/32 GO, 10th Octr. 1942.

To

The Chief of the General Staff,
General Headquarters, India, New Delhi.

Subject.- WAR PLANNING.

The following extract from the minutes of the fourth meeting of the Central Command War Planning Board is forwarded for your consideration:-

"4. Item 3

Protection of communications during internal unrest.

Recent experience has shown how vulnerable railways, telegraph and telephone lines, and roads are during periods of serious internal disturbance. Large numbers of troops have had to be diverted from their urgent training and other duties for the protection of these important communications. This interferes seriously with the prosecution of the war, and some other but equally effective method must be developed.

Recommendation.

Provincial Governments and Government of Indian States should :-

(a) make inhabitants of villages permanently responsible for the safety of all railways, roads, telegraph and telephone lines and offices and aerodromes lying within the boundaries of each such village.

(b) allow some form of reward to the inhabitants of villages which carry out this duty satisfactorily. The nature and amount of such reward would necessarily depend upon local conditions.

(c) exact exemplary fines from towns and villages which fail in this duty.

NOTE. Action under (a) and (c) has already been taken in the U.P.,

and Delhi Province, and the death penalty for sabotage has been ordained in these provinces. In the U.P. responsibility has been placed collectively on the village, whereas in the C.P. and Delhi Province it operates through village officials.

Authorities to take action.

Provincial Governments and Government of States.

I agree with the recommendation and consider that action on the lines of the recommendation will produce a rapid improvement in the present situation.

Sd. J.B. Willcox,
Lt-General,
General Officer, Commanding-in-chief,
Central Command.

Letter from the Agent & General Manager, Madras and Southern Mahratta Railway Co., Ltd., to the Chief Secretary to the Government of Madras, etc., No.P.25/v/13, dated 9th Nov. 1942.

The question of Railway security was discussed recently by group General Managers of Railways and among the measures proposed, to which considerable importance is attached, is the matter of vigorous institutions and maintenance of the system of village responsibility. It is considered that this village responsibility should be on the following lines, which was in fact instituted in one Province during the recent disorders : -

"(1) Every village through whose area the railway runs, must be visited by a party consisting of a magistrate, a military officer, a Railway Engineer officer (if available) and a strong escort of British troops and police.

(It is not sufficient and is against orders to do what has been done in several cases, i.e., to visit only the villages near which sabotage has occurred, or, in the time-honoured fashion to order the headman of the village to meet the magistrate on his train. Every village must be visited and villagers must be made to see with their own eyes that there is force behind the magistrate's order).

2. The headman of each village must be interviewed and be made to understand that his village is responsible for the safety of the railway track and any other railway or government property, within the village area (to be defined by the numbers on the telegraph poles) and that his business is to assist the police in the maintenance of law and order.

He is to be made to sign a written agreement to that effect.

(In many cases the written agreement is not being taken. In these cases the officers have been ordered to go again and get it. This written agreement has no legal value whatsoever, but it has a considerable psychological effect).

3. The village headman is to at appoint a protection party of 5 men who will patrol the line in their area by day and night. This party is to carry a distinguishing flag-white with a red diagonal. The party is to be given a written permit to patrol the line and all troops and police whose duty takes them over the line are to be told in writing as of the presence of these patrols and their beats. (where this has been done it is working well).

4. The village headman is to report to the local police station or to the nearest troops or Ry. station the presence of any suspicious strangers in the village. The villagers are to catch these men if they can and bring them in. If the men escape the villagers are to report where they came from and in what direction they made off. (Information about these men is most important, as it may enable them to be traced.)

A case is reported of villagers catching several man, but on being told that curfew was on they got frightened and let the prisoners go).

5. In the event of the agreement being broken and a case of sabotage occurring in the village area collective fine will be immediately im-

posed upon the village unless there is a satisfactory explanation and positive proof that the villagers have done their best to prevent the damage.

This fine must not be a large one. The amount will depend upon the offence, but Rs.10/- for a fish plate and Rs.100/- for a rail removed is suggested. The fine must be imposed and collected within 24 hours of the offence. If the offender is caught he must be tried, convicted and punished within 24 hours of the offence."

In areas where it is decided to enforce village responsibility in this way, I would institute special patrols of railway gangmen, also to check the railway track and to give timely advice of interference to ensure the safety of trains. Close liaison between these gang patrols and the measures taken under village responsibility obviously would be desirable.

It is considered that these measures should be instituted whenever the local authorities apprehend disorders, and no time should then be lost in instituting them and advising the Railway so that the system of gang patrol can also be put in force.

If Government agree with these measures, it is requested that orders may be issued, and that I may be advised of Government's decision at an early date.

W 281-42-4.

1793
W.

Secret.
D.O.No1F.161/1942.

Bangalore, 8th December 1942

51

Railway Security.

My Dear Mehkri

I am desired to refer to your letter No.Pol.1019 E/CM dated the 14th November 1942 and to say that War the Hon'ble the Resident would be grateful if he could be given more precise details of the contemplated arrangements on the M & S.M. Broad-gauge railway.

2. The responsibility for the protection of the Bangalore-Harihar Line, classed as first priority by the G.C.C. Southern Army, is now that of the Mysore Government both from the military and the police point of view. A similar responsibility will devolve on the Mysore Government for the Bangalore-Hindupur line when the jurisdiction over that line is shortly handed over by this Residency. There will therefore remain only the Broad-gauge line the jurisdiction over which will not be in the hands of the Mysore Government and for which this Residency is responsible from the police point of view. It is for this reason that particular emphasis is laid on the desirability of knowing to what extent the system of village responsibility will function on the Broad-gauge line, in order that a reply may be sent to Headquarters, Southern Army.

Yours sincerely

Mothamed-ul-mulk G.M. Mehkri Esq., B.A., LL.B.,
Chief Secretary to the Government of Mysore,
Bangalore.

NOTE.

The length of the Madras & Southern Mahratta Railway Broad Gauge Line from Bangalore City to - Bisanatham within the State is about 56 miles, Leaving out of account the portion of the line in Bangalore City and Civil & Military Station limits, the length of the Railway line for which protection arrangements have to be devised will be 51 miles.

The line traverses a distance of 18 miles in the Bangalore South and Hoskote taluks of the Bangalore District, 17.2 miles in Malur Taluk and about 20 miles in Bowringpet Taluk of the Kolar District.

The main feature of the scheme is to place the responsibility for the safety of the railway line on the inhabitants of the villages through which the line passes. The Patel or headman of the village will be held responsible for the safety of the line and he will be required to depute one or more inhabitants of the village for patrolling the railway line in the limits of the village. With this end in view, the villages through which the line runs will be divided into groups, each group being held responsible for the section of the railway line in the area covered by the group. Each of the villages included in the group, will have to depute one or more men per day for patrolling the railway line. It would not be prudent to ~~repl~~ rely only on the village servants such as Thotis and Thalaris for this purpose. The Patel will have naturally to depute persons by turns to take this work from day to day. Statements showing the details of the groups to be formed, the number of men to be deputed from each group, and the length of the line for which each group will be responsible, are enclosed.

It will be necessary to pay some remuneration both to the Patels who have to supervise this work and to the persons who are actually deputed for patrol on the railway line. After careful consideration I feel that each person may be paid four annas per day on the days he is called out for this purpose. The Patels may be paid a small remuneration of Rs.5 per month including the incidental charges such as provision

Appendix F. G.—1]

SUBJECT.....

.....

.....

Diary No. of letter replied to.....

General and Revenue Secretariat

( )

the 194 .

Date of issue 26. 1. 1943

Signed by Mr. J. A. G.

List of enclosures.....

Copied by.....

Examined by.....

Section War

File No. 281-42

Secret . Serial No. 5.

No. Pol 15-13 Gudo 5 sheets

To The Hon'ble the Resident

Railway Security

Dear Sir,

~~I am desired to invite~~

With reference to your D.O No F. 161/1942 dated 8th Dec. 42 ~~requesting to give~~ asking for more precise details of the further contemplated arrangements on the M & S.M. Broad gauge railway I am to enclose herein for information a Note as regarding the proposed further arrangements with a statement showing the expenditure involved thereon & to state ~~on the proposals~~. ~~I am to add~~ that the full scheme will be brought into effect as soon as the agreement of the M & SM

Reply to the enquiries is communicated.

Yours sincerely.

18/1/43

Memo No 3233/W. d 26.1.43.

Copy to IGP with reference to his endt No 8 (4 Pys. 42.
8/3/42.

SECRET.

D. O. No. Pol 1513 Ed.5 sheet.

GENERAL AND REVENUE SECRETARIAT

Dated Bangalore, ...28th January '43

Dear Sir,

Railway Security.

With reference to your D.O. No.F.161/1942 dated 8th December 1942 asking for more precise details of the contemplated arrangements for security on the M.&.S.M. Broad Gauge Railway, I am to enclose herein for information a note as regards the arrangements proposed together with a statement showing the expenditure involved thereon and to state that the full scheme will be brought into effect as soon as the agreement of the M.&.S.M. Railway to the expenditure is communicated.

Yours Sincerely,

(Sd) J. Appaji Gowda,

W. le B. Egerton, Esq., I.C.S.,
Secretary to the Hon'ble the Resident in Mysore,
Bangalore.

Memo No. 3233/W Dated, Bangalore, 25th January 1943.

Copy of the above is forwarded with compliments, to the Inspector General of Police in Mysore, with

P.T.O.

reference to his Un-official Note No.83/42-43 dated 14th January 1943.

By Order,

For Chief Secretary to Governme

W281-42b. 2208/W.

No.CC.83/42-43

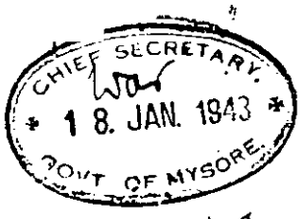
Office of the
Inspector-General of Police in Mysore,
Bangalore, dated 15th January 1943.

From

M. SESHADRI Esq., M.A.,
Inspector-General of Police
in Mysore, Bangalore.

To

MOTHAMED-UL-MULK
M. G. MEHKRI Esq., B.A.,LL.B.,
Chief Secretary to the Govt.of Mysore,
Bangalore.



SUBJECT: Railway Security

Sir,

With reference to your memo.No.2158/W., dated 14th November 1942, forwarding a copy of the letter addressed to the Residency on the above subject and asking for the proposals, I have the honour to state as follows:-

When this subject was discussed with the General Manager, Mysore State Railway, and the Chief Commandant, Mysore State Troops, in the chambers of the Law Minister on 11th November 1942, it was considered that the most satisfactory arrangement would be to place the responsibility for the safety of the railway line on the villages through which the railway line runs. It was also agreed that a small remuneration may be paid to the Patels of the villages and to the inhabitants of the villages deputed for patrolling the railway line. The General Manager agreed that he would be prepared to go up to Rs.4,000 per month on this account for the entire Mysore State Railway system at the rate of Rs.5 per mile. Thereupon I asked the Deputy Commissioners of districts to examine the question and send up detailed proposals for the section of the

railway line lying within their districts. On examining these proposals I find that it is not possible to make satisfactory arrangements keeping the cost within the limit decided upon, viz., Rs.5 a mile. The cost works out roughly to about Rs.15 to 18 per mile per month. The arrangements for the entire railway system in the State would therefore be very expensive. It is therefore proposed to concentrate for the present on the two Meter Gauge railway lines, viz., between Yesavanthapur and Harihar, and Bangalore and Hindupur. The General Manager agrees with this view.

Of these two lines, we have Police jurisdiction only in respect of the Yesvanthapur-Harihar line. I am therefore submitting for the present proposals in respect of this line only. 60

The total length of the railway line from Yesvanthapur to Harihar is 207 miles. Of these, 35 miles & 2 furlongs lie in the taluks of Bangalore North and Nelamangala in the Bangalore District, 59 miles & 2 furlongs in the taluks of Tumkur, Gubbi, Tiptur and Turuvekere taluks of the Tumkur District, about 18 miles in the Arsikere taluk of the Hassan District, 32 miles in the Kadur and Tarikere taluks of the Kadur District, and 61 miles in the taluks of Hosadurga, Holalkere, Davangere and Harihar of the Chitaldrug District.

The main feature of the scheme is the institution and maintenance of a system of village responsibility. The Patel or the Headman of the village will be held responsible for the safety of the line. Every village through which the railway line passes must be visited by the Amildar and the Police Inspector. The Patel or

Headman of each village must be interviewed and he must be made to understand that his village must be responsible for the safety of the railway track within the village limits and that his business is to assist the Police in the maintenance of law and order. It is advisable to obtain from the Patel a written agreement to this effect. It is true that such a document has no legal value whatsoever. But, I believe that it will have considerable psychological effect.

Each Patel will be required to depute one or more inhabitants of the village for patrolling the line in the limits of the village. As the length of railway line in most of the villages is half a mile or even less in some cases, it is proposed to form these villages into groups, each group being held responsible for the section of the line covered by the group. Each of the villages included in the group will have to depute one or more men per day for patrolling the railway line. It would not be prudent to rely on the village servants such as Thotis and Thalaris for this purpose. The Patel will have naturally to depute persons by turns for this work from day to day. I am enclosing herewith statements showing the details of the groups to be formed, the number of men to be deputed from each group and the length of the line for which each group will be responsible.

Primarily it will be the duty of the patels of the respective villages to see that ~~that~~ the railway patrols are carried out efficiently. The duties of the men told off for patrol will be:-

1 To patrol the railway line particularly during nights and to detain immediately any person found under suspicious circumstances on the railway line and hand him over to the Patel; &

2 To report immediately to the Patel any sign of damage to sabotage on the railway.

Identity cards will be issued for four persons in each village and they will be signed by the District Superintendent of Police and serially numbered. These cards will be in the custody of the patels who will hand them over each night to the persons deputed. The men who are on patrol on the railway line will be required to carry these identity cards with them. Whenever the Military or Police patrols are employed on the line they have to be intimated of the presence of these village patrol men and the village patrol men will have to establish their identity by showing their identification cards.

The satisfactory working of the scheme will be the responsibility of the local Police. The taluk Police Inspector will be required to supervise these arrangements. A Police Daffedar will be posted for each taluk exclusively to check and supervise the work of the village patrols. No additional Police staff will be required on this account. The extra Police Daffedar will be found from the additions already proposed for Internal Security.

It will be necessary to pay some remuneration both to the Patels who supervise this work and to the persons who are actually deputed for patrol on the railway line. Unless cash remuneration is paid, I think, it will be difficult to work the scheme effectively. The Deputy Commissioners of Bangalore, Tumkur and Chitaldrug Districts have proposed that each person may be paid four annas per day for the days he is called out for this purpose. The Deputy Commissioner, Hassan, suggests that a small lumpsum tp be paid for each village,while the Deputy Commissioner, Kadur District, thinks that the remuneration that we pay will be too small to be appreciated. It seems to me,

however, that the villages will not undertake this work with any seriousness unless some small remuneration is paid to them. I therefore propose a payment of four annas be paid per day per man. The Patels may be paid a remuneration of Rs.5 per month including the incidental charges such as provision of oil, etc. If the night patrol is to be effective, the patrolmen will have to be provided with lights. It is not practicable in the present circumstances for us to undertake to provide kerosene oil lights. The Patels will have to make their own arrangements and that if kerosene oil is not available, they will have to make use of other oils that will be available in the village, viz., Ginjilee, Groundnut and Honge, and each patrolman will have to carry at least a torch burning this kind of oil. The Patels must be distinctly made to understand that this is not a remuneration which they can expect permanently and that this money is intended to cover the incidental charges that have to be incurred by them for this purpose and it will be discontinued when circumstances change. On this basis the total cost for each district will be as follows.-

Bangalore	Rs.577	8	0
Tumkur	1087	8	0
Hassan	325	0	0
Kadur	672	8	0
Chitaldrug	937	8	0
Total	Rs.3,600	0	0

It will be observed that the total cost amounts to Rs.3,600 per month of thirty days.

In view of this heavy cost, I discussed these proposals again with the General Manager, Mysore State Railway, when I was at Mysore the other day. We agreed

that in view of this heavy cost, we may for the present, try the scheme only in respect of the line lying within the Chitaldrug District. It has been our recent experience that the trouble is mostly on this section of the line. Moreover, it is very difficult to say how the scheme ~~may for the present~~ will work out in practice. I therefore think that the scheme may for the present be tried in Chitaldrug district in respect of the section of the railway line lying within that district.

I have the honour to be,
Sir,
Your most obedient servant,

GS

Inspector General of Police.

ABSTRACT.

1	Bangalore District	Patrolmen	57	427 8 0		
		Patels	30	150 0 0		
				712 8 0	577 8 0	
2	Tumkur District	Patrolmen	95	615 0 0		
		Patels	75	375 0 0		
					1087 8 0	
3	Hassan District	Patrolmen	28	210 0 0		
		Patels	23	115 0 0	325 0 0	
4	Chitaldrug Dist.	Patrolmen	101	757 8 0		
		Patels	36	180 0 0		
					937 8 0	
5	Kadur District	Patrolmen	57	427 8 0		
		Patels	49	245 0 0	672 8 0	
			Total		Rs.3,600 0 0	

(Rs.three thousand & six hundred only)

BANGALORE DISTRICT.
Bangalore Harihar Railway L i n e.

Group No.	Name of village	Approximate distance M.	F.	Number of men required to patrol.
I.	Kethmaranahalli Yasavantnapur	2	6	4
II.	Jalahally Settynalli (Jodi) Kammagondannalli (Jodi)	2	3	3
III.	Medarahalli (Jodi) Banavar	2	4	4
IV.	Soldevanahalli Kumbarahalli Tharabanahalli	3	-	6
V.	Munianapalya Narasipur Govindapur Agranarpalya	2	2	4
VI.	Huskur Sayapanahalli	2	3	4
VII.	Gollahalli Byrasettinalli	2	2	4
VIII.	Bolanarasehalli Tyagadapally Chikkanahalli	1	4	3
IX.	Byranaikanahalli Vadekunte	2	3	4
X.	Gulapur Doddabele	2	2	4
XI.	Mavinakumnahalli Karhalli Dodachannahalli Manne	1	5	4
XII.	Muddalinganahalli Makankuppa	1	5	2
XIII.	Nidavanda Pemmanahalli (Jodi)	2	-	4
XIV.	Thimmanagollahalli Dobspet Lakkur	1	6	3
XV.	Nijagal Hoie Nigagal	2	2	4
	T o t a l			57

C o s t:- Village Officers 57 @ annas 4 a day Rs. 427 8 0 P.M.
Patels 30 @ Rs.5/- p.m. Rs. 150 0 0 P.M.
Rs. 577 8 0

BANGALORE - HARIHAR LINE (TUMKUR DISTRICT)

Sl. No.	Group No.	Name of village	Approximate distance M	Approximate distance F	No.of men required to patrol
1	I	Nandihally	2	4	3
2		Chikkahally			
3		Hirehally			
4	II	Pandhithnahally	1	7½	4
5		Manchalkuppa Kydala			
6		Kydala			
7	III	Basavapatna	2	3	3
8		Kyatsandra			
9		Batwadi			
10	IV	Settihally	2	5½	3
11		Tumkur Ak.			
12		Kuripalya			
13	V	Tumkur Town	1	3	2
14		Akalkote			
15	VI	Bheemasandra	2	.	3
16	VII	Heggare	2	.	4
17		Gollahally			
18	VIII	Mallasandra	2	3½	4
19		Abbatnahally			
20	IX	Kallipalya	2	3½	3
21		Mukanhahallipatna			
22		Mudigere			
23	X	Singenhalli	2	5	3
24		Rayavara			
25		Channasettihalli			
26	XI	Haravesandra	1	7	3
27		Herur			
28		Mathigatta			
29	XII	Benachigere	2	3	3
30		Nittur Amanikere			
31		Harenahally			
32	XIII	Pura	2	1¾	3
33		Nandihally			
34		Parasanahally			
35	XIV	Kanchanahally	2	1	5
36		Dennare			
37		Kodimuddanahally			
38		Jankadevanahally			
39		Chanwaderahally			
40	XV	Rampur	1	5½	3
41		Sunkapura			
42		Badanahally			

43	XVI	Veerasagaradakaredaval	2	.	3
44		Sampige			
45		Yelladabagi			
46	XVII	Appasandra	2	3	6
47		Chakadanahally			
48		Sivanahally			
49		Dandinasivara			
50		Ammanahally			
51		Ammasandra			
52	XVIII	Hosahally	2	.	3
53		Lingapura			
54		Dunda			
55	XIX	Lakkasandra	2	4	3
56		Kibbepalya			
57		Hulisandra			
58	XX	Banasandra	2	4	3
59		Bommenahally			
60		Hosahally			
61	XXI	Aralkuppe	2	3	3
62	XXII	Madalaihally	1	5	2
63	XXIII	Kuppalu	2	3	3
64		Karadi			
65		Kattihalli			
66	XXIV	Peddihally	2	4	4
67		Kotanaikanahally			
68	XXV	Hindisgere	2	4	4
69		Tiptur Town			
70	XXVI	Maranagere	1	2	2
71	XXVII	Madihally	2	.	3
72	XXVIII	Madanur	1	6	4
73		Kattihally			
74	XXIX	Hirebidare	1	4	3
75		Siddapura			
76		Konehally			
				Total	95

COST.-

Patrolmen 95 @ 4 annas a day Rs 712/8/-

Patels 75 @ Rs.5 per month 375

Total Rs 1087/8/-

HASSAN DISTRICT.

BANGALORE - HARIHAR RAILWAY LINE.

Sl. No.	Group No.	Name of village	Approximate distance M	Approximate distance F	No. of men required to patrol
1.	I	Bagilaghatta	2	2	4
2		Kenkerehalli			
3		Kachighatta			
4		Khandilinganahalli			
5	II	Kovenahalli			
6		Ramapura	2	-	3
7		Cheluvanahalli			
8	III	Mastihalli			
9		Hariharapura	2	3½	4
10		Kanihalli			
11		Hiriyur			
12	IV	Layalapura			
13		Chikkur	1	7	3
14		Kalnaikanahalli			
15	V	Katikere	2	6	4
16	VI	Arasikere			
17		Kadihalli	1	5¼	4
18		Bandihalli			
19		Lakshmidevanahalli			
20	VII	Sulekere	1	5	2
21		Honnasettihalli			
22	VIII	Adihalli	1	6	2
23	IX	Mylanahalli	1	4	2
		Total			28

Cost:--

Village Patrol Men 28

@ annas 4 a day ... Rs. 210 0 0

Patels 23 @ Rs.5/- p. m. ... " 115 0 0

Total Rs. 325 0 0

CHITALDRUG DISTRICT.

BANGALORE = HARIHAR RAILWAY LINE.

Sl. No.	Group No.	Name of village	Distance M.	F.	No.of patrol-men required.
1	I	Harihar Kasba	1	5½	2
2	II	Amaravathi	2	5 1/8	4
3		Doggalli			
4		Neelavvanahally			
5		Dodbathi			
6	III	Karur	1	¼	3
7		Yerragunta			
8		Davanagere part			
9	IV	Davanagere part	2	.	3
10	V	Anaekonda	1	4	2
11		Chikkanahally			
12	VI	Nittrahally	2	.	3
13	VII	Avargere	1	.	2
14	VIII	Pammenhally	2	.	4
15		Tholahunse			
16	IX	Chittobanahally	2	.	3
17	X	Kurki	1	4	2
18		Heretogaleri			
19	XI	Hanumanahally	2	.	3
20		Eachaghatta			
21		Kallur			
22	XII	Vaderahally	2	.	3
23	XIII	Kodanur	2	4	4
24		Annapura			
25		Dindadahally			
26		Chikkamagadi			
27	XIV	Doddamagadi	1	4	2
28	XV	Mayakonda part	2	.	3
29	XVI	Mayakonda part	1	4	4
30		Hedmi Hutchavvanahally			
31		Kabbur			
32		Ventihal			
33	XVII	Vittalpur	2	.	3
34		Bommenahally			
35		Guchalli			
36	XVIII	Muttagadur	2	.	3

37	XIX	Sasalu	2	.	3
38	XX	Bharmanaikandurga	2	.	4
39		Rangavvanahally			
40	XXI	Sringeri Hanumanahally	2	.	3
41	XXII	Honnakalve	2	.	4
42		Chikjajur			
43		Kotehal			
44		Banagere			
45	XXIII	Padikatte	2	.	4
46		Agrahar			
47	XXIV	Kunigali	2	.	4
48		Gundimadu			
49	XXV	Holalkere Rly.Stn.	2	.	3
~~50~~		(Achalli)			
50		Basapur			
51	XXVI	Nulenur	2	4	4
52		Rangapur			
53	XXVII	Mallapur	3	.	6
54		Ramagiri			
55		Ambihally			
56	XXVIII	Gangasamudra	2	.	3
57	XXIX	Vaderahally	3	.	6
58		Arabaghatta			
59		Mallenahally			
60	XXX	Bidarakere	3	.	4
61		Chikkmallenahally			
		Jamnapur	~~1~~	.	

101 ~~86~~men

COST.-

Village patrolmen 101 ~~86~~ @ 0-4-0 a day Rs. 757/8/- P.M.

Patels 36 @ Rs.5 P.M. 180

Rs. ~~825/-~~ 937/8/-

D. O: No.

GENERAL AND REVENUE SECRETARIAT,

Dated Bangalore, 21st February 1943.

IMMEDIATE.

Please refer to your Office D.O. letter No.106-8 dated the 28th November 1942, forwarding copy of a Special Circular issued by the Chief Engineer, Mysore State Railways about the arrangements made for the special patrol of railway lines in the State. I am to enquire if the arrangements mentioned in the ~~Circular~~ are in operation and if ~~any further steps have~~ been ~~taken to implement these instructions~~. A detailed report in the matter may kindly be furnished by return of post for the information of Government.

Rajasevaprasakta
R.N.Mirza, Esq., B.E., A.M.I.C.E.,
General Manager, Mysore State Railway,
Mysore.

W281-42-7.

3705-06/C.B. 21st February 1943.

IMMEDIATE.

Dear Sir,

Please refer to your Office D.O.letter No.106-8 dated the 28th November 1942, forwarding copy of a Special Circular issued by the Chief Engineer, Mysore State Railways about the arrangements made for the special patrol of railway lines in the State. I am to enquire if the arrangements mentioned in the Circular are in operation and if so, to what extent (details to be furnished for each line). Whether further measures, if any have been taken subsequently to safeguard or prevent damage to Railway properties may also be indicated. A detailed report in the matter indicating the number of extra men employed on each line, the cost of the several items etc., may kindly be furnished by return of post for the information of Government.

Yours sincerely,

(Sd) K. APPAJI GOWDA.
Chief Secretary to Government.

Rajasevaprasakta
S.M.Mirza, Esq., B.A., M.I.C.E.,
General Manager, Mysore State Railways,
Mysore.

Copy of the above is forwarded with compliments to the Secretary to Government, Railway Department, Bangalore.

Chief Secretary to Government.

3707-8/C.B
En one

W 281-42-8

21st February xxx 19

EXPEDITE.

Dear Sir,

I am desired to invite reference to Mr. M. G. Mehkri's letter No.1010-19/C.B. dated the 24th August 1942 (copy of which is enclosed for ready reference) impressing upon you the need for taking immediate action to enforce the responsibilities of the Village Officers regarding the protection of Railways, Electric lines, etc., and to request you to intimate by return of post, if proper arrangements have been made for the systematic watch and ward of these public properties. Details of the action taken by you may be furnished with your reply.

Yours sincerely,

Deputy Commissioners of
Bangalore and Kolar Districts.

D. O. No.

GENERAL AND REVENUE SECRETARIAT,

Dated Bangalore, 21st February xxx 1.43 193

I I.DI .L.

I am desired to invite reference to Mr. M. G. Mehkri's D.O.letter No.1010-19/C.B. dated the 24th August 1942 (copy of which is enclosed for ready reference) impressing upon you the need for taking immediate action to enforce the responsibilities of the Village Officers regarding the protection of Railways, Electric lines, etc., and to request you to intimate by return of post, if proper arrangements have been made for the systematic watch and ward of these public properties. Details of the action taken by you may be furnished with your reply.

Deputy Commissioner,

District.

W281-42-9. NO:155 2516 W.

D.O. Confidential

GENERAL MANAGER'S OFFICE.
MYSORE STATE RAILWAY.

Mysore, 22nd February 1943.

Dear Mr. Appaji Gowda,

1) With reference to your D.O.No.3705-06.CB dated 21st February 1943, regarding the special petrol of Railway line, I wish to state that this organization was started in September 1942 and is being still continued. It would be prohibitive from the cost point of view to employ staff to patrol all the 748 miles of the Railway system and it was also considered unnecessary to do so. After a series of discussions with the Police and the Departmental Officers, only certain parts of the line considered liable for sabotage are now being patrolled.

2) The staff patrol the line from dusk time to sun rise. They cannot, of-course, always prevent mischief being done, but they can give due notice of such troubles on the line either to the train crew or the nearest Station Master in time to ~~[illegible]~~ sabotage prevent train wrecking. In my opinion the system has produced good results. If events in the near future compel us, it may be found necessary to increase the strength and the needful action will be taken as and when found necessary.

3)I give below the strength of staff employed for

1) watching bridges
2) patrolling the line and
3) for watching water columns, these being the key points of the Railway system. Apart from these arrangements of ours, the Inspector General of Police has also organised a system of watch and protection about which you are sure to hear from him.

District	Line watchmen	Bridge watchmen	Watch ~~return~~ -men for water columns.	Total cost
Mysore Bangalore - Chamarajnagar., ~~Chamarajnagar~~ Arsikere., Yesvantpur- Bowringpet.	95	13	24	about Rs.2,000 per mensem

p.t.o

District	Line watchmen.	Bridge watchmen	Watchmen for water columns.	Total cost
Bangalore				
Bangalore - Harihar., Birur-Talaguppe., Bangalore-Hindupur., Chikjajur-Chitaldroog	173	9	25	about Rs.3,500 per mensem

Yours sincerely,

B.M. Trevor 22.2.43

J.Appaji Gowda,Esq.,B.A.(Hons),
Chief Secretary to the Government of Mysore,
Public Offices,Bangalore.

SECRET

D. O. No. C.C.83/42-43.

W 281-42-10.

25 45
W

M. SESHADRI, Esq., M.A.,
Inspector-General of Police
in Mysore.

BANGALORE,
February 24, 1943.

Dear Mr. Appaji Gowda,

I am sending herewith a brief Note on the Railway Security Arrangements.

Yours sincerely,

M. Seshadri

J. Appaji Gowda, Esq., B.A.(Hons.),
Chief Secy. to Government.

S E C R E T.

The Railway Lines concerned are the following :-

1) BANGALORE - BISANATHAM (Broad Gauge 56 miles)

2) BANGALORE - HINDUPUR (54 miles and 6 Furlongs in the State Limits)

3) YESAVANTHAPUR - HARIHAR (207 miles)

We have no police jurisdiction in respect of Nos.(1) and (2). The jurisdiction in respect of No.(3) was handed over on the 28th August 1942.

Immediately on the out-break of the last disturbances Government issued instructions to District Magistrates to enforce the responsibility of the village officers and the village community in respect of the protection of railway-lines, Power, telegraph and telephone lines. The Sub Division Officers and Amildars were required to visit the villages and arrange systematic watch and ward. It is understood that these instructions are being carried out as far as possible. These arrangements can be intensified in the event of an emergency.

In respect of Line No.(1): BANGALORE - BISANATHAM, I have submitted a note already for placing the village security arrangements on an organised footing. A special staff of 1 Daffedar and 6 Constables has been deputed to patrol the villages on the railway line in the taluks of Bangalore North, Hoskote, Malur and Bowringpet.

In respect of Line No. (2), I am submitting proposals for village security onthe same lines as Line No. (1). We have so far received no call for the assistance of the local police.

As regards Line No. (3): YESAVANTHAPUR - HARIHAR, the

strength of the Railway Police has been more than doubled. Adequate arrangements have been made for watch and ward at Stations. In addition, during the last emergency, policemen were drawn from the District Police for patrolling the railway line right down from Harihar to Tumkur at the rate of 2 Constables for 3 miles. The Mysore end of the Thungabhadra Bridge is being guarded by armed police. Vital points such as petrol depots at Tumkur, Arsikere, Birur and Davanagere are being guarded by armed police. The temporary water column at Birur is being guarded by the civil police.

During the last disturbances all trains were provided with military escorts of the Mysore State Troops between Bangalore and Harihar. When the night-running of trains was resumed on this section about the middle of September last, a pilot train carrying military escort was running from Davanagere to Arsikere and back. When conditions returned to normal, this arrangement was discontinued. Again, when there was a slight apprehension of trouble in the first week of January 1943, the arrangement was revived between Davanagere and Chickjajur with an escort of armed Reserve police. This arrangement was in force till the end of last month. As there was no indication of any trouble developing, this was discontinued. Till recently, a Striking Force of the Mysore State Troops had been stationed at Arsikere and Davanagere. These arrangements will be revived to the extent required of emergency arises.

M Deshadri

24-2-1943. INSPECTOR-~~GENERAL~~ OF POLICE IN MYSORE.

C. F. No. 46]

W281-42-11--2546/W

GOVERNMENT OF MYSORE

Telegram / phone

OFFICE OF
the Inspector-General of Police
in Mysore,
Bangalore.

No.C.C.83/42-43.
Encls. Five

Date February 25, 1943.

To
The Chief Secretary
to the Government of Mysore,
Bangalore.

CHIEF SY. 26 FEB. 194. GOVT. OF MYSORE

Sir,

Protection of Bangalore-Hindupur Railway Line against sabotage.

With reference to the correspondence ending with your memo No.3233/W dated the 26th January 1943 regarding Railway Security Scheme, I have the honour to submit herewith a further note regarding arrangements for the Bangalore-Hindupur Railway Line.

I have the honour to be,
Sir,
Your most obedient servant,

INSPECTOR GENERAL OF POLICE.

N O T E.

The length of the Mysore State Railway Metre Gauge Line from Bangalore City to Hindupur within the State is about 55.19 miles, leaving out of account the portion of the line in Bangalore City, the length of the railway line for which protection arrangements have to be devised will be 51.19 miles.

The line traverses a distance of 34 miles in the Bangalore-North and Doddaballapur Taluks of the Bangalore District, 20.6 miles in Goribidanur Taluk of the Kolar District, altogether 54 miles and six furlongs.

The villages through which the line runs will be divided into groups, each group being held responsible for the section of the railway line in the area covered by the group. Each of the villages included in the group will have to depute one or more men per day for patrolling the railway line. It would not be prudent to rely only on the village servants such as Thotis and Thalaris for this purpose. The Patel will have naturally to depute persons by turns to take this work from day to day. Statements showing the details of the groups to be formed, the number of men to be deputed from each group, and the length of the line for which each group will be responsible, are enclosed.

It will be necessary to pay some remuneration both to the Patels who have to supervise this work and to the persons who are actually deputed for patrol on the railway line. After careful consideration I feel that each person may be paid four annas per day on the days he is called out for this purpose. The Patels may be paid small remuneration of Rs.5/- per month including the incidental charges such as provision of oil, etc. If the night patrol is to be effective, the patrol men have to be provided with lights. It is not practicable in the present circumstances to provide kerosine oil lights. The Patels will have to use other oils such as Gingilee, Groundnut and Honge and each patrol man will have to carry a lantern or torch burning this kind of oil. Considering all these circumstances, it seems to me that a sum of Rs.5/- is not a large remuneration to pay to the Patels. The total cost on this account will be Rs.910/- per month of thirty days.

Primarily it will be the duty of the Patels of the respective villages to see that the Railway patrols are carried out efficiently. The duties of the men told off for patrol will be:

1. To detain immediately any person found under suspicious circumstances on the railway line and hand him over to the Patel promptly; and
2. To report immediately to the Patel any sign of damage or sabotage on the railway.

Identity cards will be issued for about four persons in each village signed by the District Superintendent of Police and serially numbered. These cards will be in the custody of the Patel who will hand them over each night to the persons deputed. The men on patrol on the railway line will be required to carry these identity cards with them. Whenever Military or Police patrols are employed on the line, they will have to be intimated of the presence of these village patrols and the village patrol men will have to establish their identity by showing their identification cards.

The satisfactory working of the scheme will be the responsibility of the local Police. The Taluk Police Inspector will be required to supervise these arrangements. A Police Daffedar will be posted for each taluk exclusively to check and supervise the work of the village patrols. No additional Police staff is required on this account. The extra Police Daffedars necessary will be found from the additions sanctioned for Internal Security.

February 24, 1943.

INSPECTOR GENERAL OF POLICE.

W 281-42-12

2560
W

Immediate.
No.Jl.C.210/42-43

Office of the Deputy Commissioner,
Kolar District,
Dated, Kolar the 25th February 1943.

...O.letter No.3707-S/C.B. dated 21st Feb. '43 ... on the action taken for the protection of ...against sabotage, I write to inform you that ...s referred to in your above letter, instruc... ...dars and Sub Division Officers to make ...llages where Railway and Electric Lines and ... pass through and the village officers with ...ave been so far made responsible for the work ...eneral of Police, in his letter No.C.C.83/42-... ...or proposals for making satisfactory arrange... ...marginally noted* Railway lines. Detailed ... the number of men required and the amount ...tc., were worked out in respect of the entire ...ng in this District and the same have been ...l of Police.

...s in brief to employ every night four men ...stem similar to the night kaval system now in ...lage to patrol the area of the Railway line covered ...from each village to patrol by turns between 10 P.M. to 6 A.M. A remuneration of four annas per day for individual is proposed for this work and a sum of Rs.3/- per month is also proposed to be paid for each of these patels for working the schere and for supervising the work of the individuals deputed for patrol work. A lantern also being supplied at Government cost to each village for the use of patrol party.

The supervision of these arrargements will be the duty of the local Police and it is proposed to post a Police Daffedar to a group of villages exclusively for this work, who in turn will be supervised by a Sub Inspector of Police appointed for the entire section.

Early sanction is requested for the above proposals. In the meanwhile the lines are being watched with the existing police staff and village servants.

Yours sincerely,

J.Appaji Gowda, Esq., B.A.(Hons).,
Chief Secretary to Government,
Bangalore.

*(Margin).

1. Bangalore - Chickballapur - Kolar - Bowringpet section.
2. Bowringpet to Kolar Gold Fields.
3. Bangalore - Bowringpet (M.S.M. Railway).

W281-42-13.

2561/W.

D.O.No.J.1.C.192/42-43

Office of the Deputy Commissioner,
Bangalore District
Dated 23rd February 1 9 4 3.

Dear Mr. Appaji Gowda,

In reply to your D.O.Letter No.3707-8/C.B., dated 21st February 1943, re: the protection of Railways and Electric Lines etc., I write to inform you that copies of D.O.Letter No. 1010-19/C.B., dated 24th August 1942 and its enclosure about the responsibilities of the Village Officers under certain enactments were forwarded to all the Sub Division Officers, Amildars, District Superintendent of Police and City Superintendent of Police in this District for immediate necessary action in this office No.J.1.C.192/42-43 dated 25th August 1942. The result of action taken was reported to Government from time to time in this office letters Nos.C.D.1-18 dated 23-10-42 and 30-11-42. Detailed proposals for the protection of the marginally noted Railway Lines within this District have already been forwarded to the Government, Inspector General of Police and the Revenue Commissioner in Mysore in this office No.1-18/C.D., dated 30-11-42, 15-12-42 and 11-1-43. Two Daffedars and 12 Police Constables have also been posted to guard the M.S.M. Railway (Bangalore Bisanatham) within the limits of the Bangalore South and Hoskote Taluks as per orders of the Inspector General of Police in Mysore.

I am once again drawing the attention of all the local officers about the urgent need of observing the instructions issued by Government in this behalf and they will be directed to see that proper arrangements are made for the watch and ward of these public properties systematically.

Yours sincerely,

J. Appaji Gowda Esq., B.A., (Hons)
Chief Secretary to the Government
of Mysore, Bangalore.

C. F. No. 46]

W281-42-44.

2571

W.

GOVERNMENT OF MYSORE

Tele gram / phone

OFFICE OF

the Inspector-General of Police

in Mysore,

Bangalore.

Confidential.

No. CB. 28/42-43.

Encls. Three.

Date February 26, 1943.

To

The Chief Secretary

to the Government of Mysore,

Bangalore.

Sir,

War

Railway Protection - Yesawanthapur-Harihar Line.

I enclose herein three copies of the instructions issued with regard to the arrangements for Railway Protection on Yesawanthapur-Harihar Line.

I have the honour to be,
Sir,
Your most obedient servant,

M Jerkades

INSPECTOR GENERAL OF POLICE.

RAILWAY PROTECTION -- YESVANTHAPUR-HARIHAR LINE.

CONFIDENTIAL

Total length of the line - 207 miles

Generally there will be no trouble from Yesavanthapur to Kyathasandra. The real trouble starts from Kyathasandra. The railway line will be protected by Police patrols at two Constables for every three miles. One Daffedar will be provided to supervise the patrols from each taluk on the railway line.

	Daffs.	P.Cs.
Bangalore District.		
Distance - 35 miles & 2 furlongs. In the taluks of Bangalore North & Nelamangala	2	24
Tumkur District.		
Distance -- 54 miles and 2 furlongs. In the taluks of Tumkur, Gubbi, Tiptur & Turuvekere	4	40
Hassan District.		
Distance - 18 miles. In the taluk of Arsikere	1	12
Kadur District.		
Distance - 32 miles - In the taluks of Kadur and Tarikere.	2	22
Chitaldrug District.		
Distance - 61 miles. In the taluks of Hosadurga, Holalkere, Davanagere and Harihar.	4	40
Total	13	138

.....

Railway stations to be guarded

Station	Daf.	PCs	Station	Daf.	P.Cs.
Kyathasandra	.	2	B.O.	2	22
Tumkur	.	3	Birur	1	3
Gubbi	.	2	Ajjampur	.	2
Banasandra	.	2	Ramagiri	.	2
Tiptur	1	3	Chickjajur	1	3
Arsikere	1	6	Sasalu	.	2
Banavar	.	2	Mayakonda	.	3
Kadur	.	2	Kodaganur	.	2
Total C.O.	2	22	Davangere	1	3
			Harihar	.	3
			TOTAL	5	45

.....

Striking force of the Provincial Reserve Police and the Military.

Tiptur — One Naik and 12 Constables.

Arsikere, Birur — Co.H.Q. and two platoons move to Arsikere with detachment at Birur. One Co. to Arsikere from Bangalore as general reserve. The Arsikere troops will find train escorts between Harihar and Bangalore. This uses up one platoon or more dependent on number of trains running so that with their own guards and detachment at Birur not more than one company will be available as a striking force.

Chickjajur — One Naik and 12 Constables.

.....

Supervision

One Sub Inspector from Kyathasandra to Birur } To be found by the DSP.,
One Sub Inspector from Birur to Harihar } Railways and C.I.D.

.....

The staff for guarding Railway stations willbe found by the D.S.P Railways & CID. The staff for patrols on the Railway line will be provided by the concerned D.S.Ps in whose jurisdiction the Railway line runs. The D.S.Ps of Tumkur and Chitaldrug will provide the PRP force whenever necessity arises for help on the Railway line, specially at Tumkur and Davanagere Railway Stations. The attention of all the DSPs is drawn to Circular D.O.No.1010-19/CB., dated 24-8-42, issued by Government and they must secure the co-operation of the Village Officers in this connection. The scheme will be put into operation as immediately as any emergency arises.

Sd. M.SESHADRI,
Inspector General of Police.

RAILWAY PROTECTION -- YESVANTHAPUR-HARIHAR LINE.

CONFIDENTIAL

Total length of the line - 207 miles

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Banasandra	.	2	Ramagiri	.	2
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Sd. M.SESHADRI,
Inspector General of Police.

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CONFIDENTIAL.

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Banavar	.	2	Mayakonda	.	3
Kadur	.	2	Kodaganur	.	2
Total C.O.	2	22	Davangere	1	3
			Harihar	.	3
			TOTAL	5	45

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Arsikere / Birur — Co.H.Q. and two platoons move to Arsikere with detachment at Birur. One Co.to Arsikere from Bangalore as general reserve. The Arsikere troops will find train escorts between Harihar and Bangalore. This uses up one platoon or more dependent on number of trains running so that with their own guards and detachment at Birur not more than one company will be available as a striking force.

Chickjajur — One Naik and 12 Constables.

.....

Supervision

One Sub Inspector from Kyathasandra to Birur / One Sub Inspector from Birur to Harihar — To be found by the DSP., Railways and C.I.D.

.....

The staff for guarding Railway stations willbe found by the D.S.P Railways & CID. The staff for patrols on the Railway line will be provided by the concerned D.S.Ps in whose jurisdiction the Railway line runs. The D.S.Ps of Tumkur and Chitaldrug will provide the PRP force whenever necessity arises for help on the Railway line, specially at Tumkur and Davanagere Railway Stations. The attention of all the DSPs is drawn to Circular D.O.No.1010-19/CB., dated 24-8-42, issued by Government and they must secure the co-operation of the Village Officers in this connection. The scheme will be put into operation as immediately as any emergency arises.

Sd. M.SESHADRI,
Inspector General of Police.

PROCEEDINGS OF THE GOVERNMENT OF
HIS HIGHNESS THE MAHARAJA OF MYSORE.
***

Read:-

Letter No.1010-19/C.B. dated 24th August 1942 to the Deputy Commissioners of Districts and the Inspector General of Police issuing instructions in the matter of enforcing the responsibilities of the Village Officers fixed on them in regard to the protection of the telegraph and telephone wires and Railway communications under the various enactments in force in Mysore.

2. Correspondence ending with Un-official Note No.C.C.83/42-43 dated 14th January 1943 from the Inspector General of Police submitting a scheme for the enforcement of village responsibility in respect of the protection of the Madras and Southern Maharatta Railway Broad Gauge line from Bangalore City to Bisanatham (up to the State limits).

3. Correspondence ending with letter No.C.C.83/42-43 dated 15th January 1943 from the Inspector General of Police submitting a scheme for the institution and maintenance of a system of village responsibility for the protection of the meter-gauge Railway line between Yeswanthapur and Harihar.

4. Letter No.C.C.83/42-43 dated 25th February 1943 from the Inspector General of Police submitting proposals regarding the protection of the Bangalore-Hindupur Railway line (up to State limits).

***

Order No.

Dated, Bangalore, February 1943.

The main feature of the scheme suggested

P.T.O.

by the Inspector General of Police is to place the responsibility for the safety of the Railway line on the inhabitants of the villages through which the line passes and to hold the Patels or Headmen of the villages responsible for the safety of the line and for arranging to depute one or more of the inhabitants of the village for patrolling the Railway line in the limits of the village. With this ~~end in view~~ object, the Inspector General of Police has divided the villages through which the line runs into groups, each group being held responsible for the section of the Railway line in the area covered by the group. Each of the villages included in the group has to depute one or more men per day for patrolling the Railway line. Primarily it will be the duty of the Patels of the respective villages to see that the Railway patrols are carried out efficiently. The Inspector General of Police has submitted statements (attached) showing the number of groups into which the Broad-gauge Railway line and the Bangalore-Hindupur line might be divided, indicating in each case the number of men required for patrol along the line. He considers that it is necessary to pay some remuneration both to the Patels who have to supervise this work and to the persons who are actually deputed for patrol on the Railway line and has proposed that each person deputed for patrol work may be paid a remuneration of 4 annas per day on the days he is called out for this purpose and that the Patels may be paid a remuneration of Rs.5/- per mensem including the incidental charges such as provision of oil etc. The cost on this account is estimated at Rs.810/- per mensem for the Broad-gauge line and Rs. ~~888~~ 910/- per mensem for the Bangalore-Hindupur line.

The Inspector General of Police has further stated that the local police will be held responsible for the satisfactory working of the scheme and that the Taluk Police Inspectors will be required to supervise these arrangements and that ~~for this purpose~~ a Police Daffedar will be posted for each taluk exclusively to check and supervise the work of the village patrols. He has added that no additional police staff is required on this account and that the extra Police Daffedars necessary will be found from the additions already proposed for internal security.

Government are pleased to approve generally of the above proposals and to direct that the scheme be put into operation at once on these two lines.

2. As regards the Yeswanthapur-Harihar line, the Deputy Commissioners concerned are requested to make necessary arrangements to enforce the responsibility of the Village Officers on the lines indicated in this office letter dated 24th August 1942 referred to above. The Deputy Commrs are authorised to ~~Even in the case of villages along this line, a~~ remuneration ~~of annas 2 per day may be paid to the villagers detailed for patrol duty and the~~ Patels may ~~also~~ be given a remuneration of Rs.2/- per mensem.

arrange for village patrol intensified in any area where the precaution might be found necessary. The Patels in such cases

The Inspector General of Police will, in consultation with the Deputy Commissioners concerned, fix the number of patrols absolutely necessary for the purpose and furnish a statement indicating the number of patrols and patels to be employed on

P.T.O.

this work and the cost of the scheme on the basis of the rates specified above.

3. The Sub Division Officers and Amildars will also be expected to tour in the areas concerned as frequently as possible to satisfy themselves that the work is carried out systematically and efficiently.

4. The Inspector General of Police will issue necessary instructions indicating the duties of the patrols, the issue of identification cards, etc.

5. The cost in connection with the scheme will in the first instance be met from the sanctioned grants of the Police Department during the current year, an additional grant to the extent absolutely necessary, being applied for in due course. The expenditure will be booked under a separate head in the Police Budget and shown separately for each line pending decision regarding the allocation of the cost. The Amildars of the taluks concerned will draw the allowances due to the villagers and the Patels, and arrange for their disbursement.

27/2

Chief Secretary to Government.

To-- The Inspector General of Police in Mysore.
The Deputy Commissioners of Districts.
The Comptroller to Government through the Financial Department.
The General Manager, Mysore Railways.

Bangalore District

Bangalore -- Madras Railway Line.

Sl. No.	Name of village	Group No.	Approximate distance M.	F.	No. of men required for patrol.
1.	Byappanhalli	I	2	7	4
2.	Beniganahalli				
3.	Vijanapur				
4.	Krishnarajapuram				
5.	Devasandra	II	1	6	3
6.	Hoodi				
7.	Sadaramangala	III	1	4	2
8.	Byatarayapur (Jodi)				
9.	Kumbayana Agrahar (Jodi)	IV	1	4	2
10.	Belatur				
11.	Kadagodi	V	1	4	2
12.	Koralur	VI	1	4	2
13.	Nadavathi	VII	2	4	3
14.	Kacharkihalli				
15.	Kame Kalu				
16.	Devanagundi	VIII	2	4	3
17.	Tinalu				
18.	Lingadinalasandra				
			15	5	21

COST -

Village Patrol men	21	@ 0-4-0 a day	Rs. 157-8-0
Patels	11	@ Rs.5/- P.M.	55-0-0
		Total	Rs. 212-8-0

Kolar District

Bangalore - Madras Railway Line.

Sl. No.	Name of village	Group No.	Approximate distance M.	F.	No. of men required for patrol.
1.	Marasandra	I	1	5¼	3
2.	Madanahatti Venkatapura				
3.	Madanahatti				
4.	Chickapur	II	1	5¾	3
5.	Boppanahalli				
6.	Nosagere				
7.	Kanchickkanhalli	III	2	2¼	3
8.	Dyapasandra				
9.	Neelakanta Agrahara	IV	1	3¼	2
10.	Veerapura .				
11.	Koduru				
12.	Kateri	V	2	½	3
13.	Sonnahalli				
14.	Kodagenabele				
15.	Chick Kuntur	VI	1	7 2/3	3
16.	Halabhavikotur				
17.	Byatarayanahalli				
18.	Bhyratanahalli	VII	1	4 1/3	2
19.	Panumanayankanahalli				
20.	Kavalgirianahalli	VIII	2	1/3	3
21.	Tyakal				
22.	Kondarajanahalli				
23.	Somasandra	IX	1	7	3
24.	Mitiganahalli				
25.	Jodi Thimmanaikanahalli				
26.	Thimmanaikanhalli (Maralahalli)	X	1	2/3	2
27.	Kanchaganahalli				
		Total	17	5	27

COST -

Village patrol men	27	@ 0-4-0 per day	Rs. 202-8-0
Patels	20	@ Rs.5/- P.M.	Rs. 100-0-0
			Rs. 302-8-0

ABSTRACT.

BANGALORE - MADRAS RAILWAY LINE.

Bangalore District	Village patrol men	21	Rs. 157	8	0		
	Patels.	11	" 55	0	0		
						212	8 0
Kolar District Malur Taluk.	Village patrol men	27	" 202	8	0		
	Patels.	20	" 100	0	0		
						302	8 0
Bowringpet Taluk	Village patrol men	28	" 210	0	0		
	Patels.	17	" 85	0	0		
						295	0 0
		Total				Rs. 810	0 0

KOLAR DISTRICT.

Bangalore - Madras Railway Line.

Sl. No.	Name of village.	Group No.	Approximate distance. M	F.	No, of men required for patrol.
1.	Tyaranahally up to Takal boundary	I	1	6	4
2.	Varubthigalu				
3.	Ainurhisally Jodi	II	2	2	4
4.	Hunsanahalli				
5.	Dasihalli	III	2	2	3
6.	Maravahalli Jodi				
7.	Kilakoppa				
8.	Hosakote	IV	2	2	4
9.	Sakkanahally				
10.	Varadapur	V	1	2	3
11.	Puttasunnexxhally				
12.	Paravanahally				
13.	Dodderi Jodi	VI	2	2	4
14.	Vattikal				
15.	Kamasamudram	VII	1	4	3
16.	Iyyanagutta				
17.	Velachala Mande				
18.	Pura	VIII	2	4	3
19.	Aramanahally				
20.	Thulampally or Ramasamudram				
		Total	16	Ø	28

COST:-

Village patrol men	28 @ 0.4.0 per day	Rs. 210-0-0
Patels	17 @ Rs.5 per mensem	85-0-0
		Rs. 295-0-0

26-1-03

ABSTRACT.

Bangalore-Hindupur Line.

Taluk	Distance M	Distance F	No.ofmen required	Cost P.M. @ 4 as.a day.	No.of patels	Cost @Rs5/- each	Total P.M.		
				Rs		Rs	Rs		
Bangalore North	18	.	27	202-8-0	21	105	307	8	0
Doddballapur	16	.	25	187-8-0	19	95	282	8	0
Goribidnur	20	6	32	240-0-0	16	80	320	0	0
Total	54	6	84	630-0-0	56	280	910	0	0

BANGALORE DISTRICT.

Bangalore - Hindupur Railway Line.
(BANGALORE NORTH TALUK)

Sl. No.	Name of village	Approximate distance M	Approximate distance F	No.of men required.	Remarks
	Bangalore North Taluk				
1	Mathikere	1	6	4	
2	Nayasettihalli				
3	Kodigehalli				
4	Kotehosahalli				
5	Byatarayanapur				
6	Jakkur Plantation	2	2	3	
6A	Allasandra				
7	Yelahanka	2	6	4	
8	Puttanahalli				
9	Harohalli				
10	Nagenahalli	1	6	3	
11	Gantiganahalli				
12	Avalahalli				
13	Singanaikanahalli	2	4	4	
14	Honnenahalli				
15	Kenchenahalli	2	6	4	
16	Rajankunte				
17	Addegenahalli	1	4	2	
18	Sriramanahalli				
19	Addiviswanathapur				
20	Surdenpur(Jodi)	2	6	3	
21	Maresandra				
		18	0	27	

Cost of 27 persons at 4 annas a day	Rs.	202	8 0
For 21 patels at Rs.5 per mensem		105	0 0
Total	Rs.	307	8 0

per mensem

BANGALORE DISTRICT.

Bangalore - Hindupur Railway Line.

(DODBALLAPUR TALUK)

Sl. No.	Name of village	Approximate distance M	Approximate distance F	No.of men required.	Remarks.
	Dodballapur Taluk				
1	Kadathamale	2	2	3	
2	Basavanahalli (Jodi)				
3	Yellapur				
4	Veerapura	1	6	3	
5	Basettihalli				
6	Tippapura				
7	Dargapur	1	4	4	
8	Managondahalli				
9	Khasbagilu				
10	Tigalebagilu				
11	Siddanaikanahalli	1	6	3	
12	Rosipura				
13	Muttasandra				
14	Mallathanalli	2	2	3	
15	Vaddarahalli				
16	Thirumagondanahalli				
17	Hadonahalli	2	2	3	
18	Kaleganaikanahalli	1	2	2	
19	Gunjur	3	.	4	
		16	.	25	

Cost for 25 persons at 4 annas a day Rs.187-8-0 P.M.

For 19 Patels at Rs.5 each 95-0-0 P.M.

Total Rs.282-8-0 P.M.

GOVERNMENT OF MYSORE

GENERAL AND REVENUE SECRETARIAT,

Dated Bangalore, 24th August 1942.

D. O. No. 1010-19—C. B.

My Dear Sir,

In view of the interference with Telegraph and Telephone wires and with Railway communications that has been going on for some days, I am desired to impress upon you the need to take immediate action to enforce the responsibilities of the Village Officers fixed on them by the Criminal Procedure Code, the Mysore Railway Act, the Mysore Cauvery Power Transmission Line Act, the Indian Telegraph Act and other Acts (Extracts enclosed for ready- reference). The Police subordinates and the Revenue Inspectors should be required to visit every village through which the railway, telegraph, telephone or Government electric line passes and to arrange that the Village Patel, Toti and Talari and the village community carry out the prescribed duties in the matter of preventing and detecting damage to public property referred to above. They may also be given the assurance that liberal rewards will be given to village officers and servants and also to private individuals who apprehend any offender or prevent any act of sabotage. The Sub-Division Officers and Amildars should tour in the affected areas and stimulate work on these lines immediately and arrange for systematic watch and ward forthwith so that damage to public property may not take place in their respective jurisdictions and all likely offenders may be rounded up. The Village Vigilance Committees recently organised may also be utilised for this purpose wherever possible.

I am to request you to acknowledge receipt of this communication.

Yours sincerely,

M. G. MEHKRI,
Chief Secretary to Government.

To—The District Magistrates of Districts.
The Inspector-General of Police in Mysore.

(1) Extract from Para 79 of the Mysore Village Manual, Part I.

Duties of heads of villages under the Railway Act.

79. It is the duty of the heads of villages near or through which a railway line passes, to warn all villagers against (*a*) meddling with the railway line or level crossing gates, (*b*) damaging or interfering with signals, wires or wire-posts and the like, or (*c*) placing stones or other obstructions on the rails or (*d*) throwing stones at passing trains.

NOTE.—The heads of villages are also to warn all in their villages against pelting at motor vehicles running on the high roads which pass near or through such villages.

(2) Extracts from Sections 42 and 45 of the Code of Criminal Procedure, 1904.

Public when to assist Magistrates and Police.

42. Every person is bound to assist a Magistrate or Police officer reasonably demanding his aid—

(*a*) in the taking or preventing the escape of any other person whom such Magistrate or Police officer is authorised to arrest;

(*b*) in the prevention or suppression of a breach of the peace, or in the prevention of any injury attempted to be committed to any railway, canal, telegraph or public property.

Village headmen, accountants, land-holders and others bound to report certain matters.

45. (1) Every village headman, village accountant, village watchman, village Police officer, owner or occupier of land, and the agent of any such owner or occupier in charge of the management of that land and every officer employed in the collection of revenue or rent of land on the part of Government or the District Court, shall forthwith communicate to the nearest Magistrate or to the officer in charge of the nearest police station, whichever is the nearer, any information which he may possess respecting—

(*c*) the commission of, or intention to commit, in or near such village any non-bailable offence or any offence punishable under Sections 143, 144, 145, 147 or 148 of the Indian Penal Code;

(*e*) the commission of, or intention to commit, at any place out of Mysore near such village any act which, if committed in Mysore, would be an offence punishable under any of the following sections of the Indian Penal Code, namely, 231, 232, 233, 234, 235, 236, 237, 238, 302, 304, 382, 392, 393, 394, 395, 396, 397, 398, 399, 402, 435, 436, 449, 450, 457, 458, 459, 460, 489A, 489B, 489C, and 489D; and

(*f*) any matter likely to affect the maintenance of order or the prevention of crime or the safety of person or property respecting which the District Magistrate, by general or special order made with the previous sanction of the Government, has directed him to communicate information.

3

(3) Extract from the Mysore Railways Act, Sections 103, 104, 108 and 109.

Obstructing railway servant in his duty.

103. If a person wilfully obstructs or impedes any railway servant in the discharge of his duty, he shall be punished with fine which may extend to one hundred rupees.

Trespass and refusal to desist from trespass.

101. (1) If a person unlawfully enters upon a railway, he shall be punished with fine which may extend to twenty rupees.

(2) If a person so entering refuses to leave the railway on being requested to do so by any railway servant, or by any other person on behalf of the railway administration, he shall be punished with fine which may extend to fifty rupees, and may be removed from the railway by such servant or other person.

Maliciously wrecking or attempting to wreck a train.

108. If a person unlawfully—

(*a*) puts or throws upon or across any railway any wood, stone or other matter or thing, or

(*b*) takes up, removes, loosens or displaces any rail, sleeper or other matter or thing belonging to any railway, or

(*c*) turns, moves, unlocks or diverts any points or other machinery belonging to any railway, or

(*d*) makes or shows, or hides or removes, any signal or light upon or near to any railway, or

(*e*) does or causes to be done or attempts to do any other act or thing in relation to any railway, with intent, or with knowledge that he is likely, to endanger the safety of any person travelling or being upon the railway,

he shall be punished with transportation for life or with imprisonment for a term which may extend to ten years.

Maliciously hurting or attempting to hurt persons travelling by railway.

109. If a person unlawfully throws or causes to fall or strike at, against into or upon any rolling-stock forming part of a train any wood, stone or other matter or thing with intent, or with knowledge that he is likely, to endanger the safety of any person being in or upon such rolling-stock or in or upon any other rolling-stock forming part of the same train, he shall be punished with transportation for life or with imprisonment for a term which may extend to ten years.

(4) Extracts from Section 2 of Act I of 1902 relating to the prevention of wrongful damage to Cauvery Electric Power Transmission Line.

Power to employ additional police in places where mischief is repeatedly committed to the transmission line.

2. (1) Whenever it appears to the Government that any act, causing or likely to cause wrongful damage to, or in any way interfere with, any part of the line for the transmission, conveyance or distribution of electric power from the Cauveri Power Works at Sivasamudram, or any apparatus or appliances, or part or parts thereof, connected therewith, is repeatedly and maliciously or wantonly committed in any place, and that the employment of an additional police force in that place is thereby rendered necessary, the Government may send such additional police force as it thinks fit to the place, and employ the same therein so long as, in the opinion of Government, the necessity of doing so continues.

Cost of such additional police force.

(2) The inhabitants of the place shall be charged with the cost of such additional police force, and the District Magistrate shall, subject to the orders of Government, assess the proportion in which the cost shall be paid by the inhabitants according to his judgment of their respective means.

Mode of collecting moneys.

(3) All moneys payable under sub-section (2) shall be recoverable under the warrant of a Magistrate by distress and sale of the moveable property of the defaulter, within the local limits of his jurisdiction.

Government may define limits of place for purposes of this section.

(4) The Government may, by order in writing, define the limits of any place for the purposes of this section.

(5) Extracts from Sections 25 and 25-A of the Indian Telegraph Act, 1885, applied mutatis mutandis to the Mysore State by Act No. IV of 1899.

25. If any person, intending—

(*a*) to prevent or obstruct the transmission or delivery of any message, or

(*b*) to intercept or to acquaint himself with the contents of any message, or

(*c*) to comit mischief,

damages, removes, tampers with or touches any battery, machinery, telegraph line, post or other thing whatever, being part of or used in or about any telegraph or in the working thereof, he shall be punished with imprisonment for a term which may extend to three years, or with fine, or with both.

25-A. If, in any case not provided for by Section 25, any person deals with any property and thereby wilfully or negligently damages any telegraph line or post duly placed on such property in accordance with the provisions of this Act, he shall be liable to pay the telegraph authority such expenses (if any) as may be incurred in making good such damage, and shall also, if the telegraphic communication is by reason of the damage so caused interrupted, be punishable with a fine which may extend to one thousand rupees:

Provided that the provisions of this section shall not apply where such damage or interruption is caused by a person dealing with any property in the legal exercise of a right if he has complied with the provisions of Section 19A (1).

WD 4515—GPB—600—26-8-42

GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE.

GENERAL AND REVENUE SECRETARIAT,

No. P. 1085-97—P. P. 19-42-1,
Enclosures— Six.

Dated Bangalore, 15th August 1942.

OFFICIAL MEMORANDUM.

The accompanying provisions relating to the operation of the Mysore Police n the limits of the Crown Representative's jurisdiction in the Civil and Military Station and the railway lands over which jurisdiction has been ceded to the Crown Representative and the Crown Representative's Police in the Mysore State, are communicated for the information of the officers in Mysore State :—

(1) Section 58-A of the Code of Criminal Procedure as amended by Act II of 1933 and subsequent Acts ;

(2) Notification No. 107-1 Foreign and Political, dated the 24th February 1932, published on 27th February 1932 in the *Gazette of India* and reproduced in S. Ranganadhaiyar's Code of Criminal Procedure, Sixth Edition, 1939, pages 323 and 324 ;

(3) Railway Lands (Employment of Indian State Forces) Law, 1939, published by Notification dated the 2nd January 1940 ;

(4) Railway Lands (Employment of Foreign Forces) Act XVII of 1941 ;

(5) Para 5 of Memorandum on ' Police ' received with D. O. letter No. R. 706 -- 140-37 (19) B, dated the 8th April 1938, from the Secretary to the Hon'ble the Resident in Mysore ;

(6) Para 5 of Chief Secretary's reply No. 4244—C. B. 125-37-90, dated the 10th June 1938 in the matter.

By Order,

M. G. MEHKRI,

Chief Secretary to Government.

To —The Inspector-General of Police.
The Chief Commandant, Mysore State Troops.
The District Magistrates of Districts.
The General Manager, Mysore State Railway.
The Registrar, High Court of Mysore.

ENCLOSURE (1)—Section 58-A of the Code of Criminal Procedure as amended by Act II of 1933 and subsequent Acts.

58-A (1) When a person accused of having committed in British India, an offence which, if committed in Mysore would be punishable under any of the following sections of the Indian Penal Code as in force in Mysore, namely, sections 300, 302, 303, 304, 307, 308, 311, 382, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401 and 402, enters Mysore with members of the Police Force of British India in pursuit, the pursuing party may, subject to the provisions hereinafter contained, continue the pursuit into, and arrest the fugitive in Mysore.

(2) The authorisation conferred by sub-section (1) shall not be operative unless—

(*a*) the pursuing party includes at least one officer holding in the British Indian Police Force a rank not lower than the rank corresponding with that of a Jamadar of the Mysore Police, and

(*b*) the circumstances are such that an application for the continuance of the pursuit and the effecting of the arrest by the Mysore Police would prejudice the prospects of effecting the arrest of the fugitive.

Explanation.—If, when the pursuing party has continued the pursuit into Mysore under the authority of clause (*b*) of this sub-section, it becomes possible to communicate with the Mysore Police, before the fugitive has been arrested and without prejudice to the prospects of effecting his arrest, the pursuing party shall forthwith communicate with the Mysore Police for the arrest of such fugitive.

(3) A person arrested by the British Indian Police under sub-section (1) shall forthwith be conveyed to the nearest place in which an officer of the Mysore Police is known to be and shall be handed over to the Mysore Police in that place.

ENCLOSURE (2)—Notification No. 107—1, Foreign and Political, dated 24th February 1932.

(1) When a person accused of having committed in any State specified in the first schedule hereto an offence which, if committed in British India would be punishable under sections 300, 302, 303, 304, 307, 308, 311, 382, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401 and 402, Indian Penal Code, enters British India with members of the Police of that State in pursuit, the pursuing party may, subject to the provisions hereinafter contained continue the pursuit into and arrest the fugitive in British India.

(2) The authorisation conferred by rule (1) shall not be operative unless—

(*a*) the pursuing party includes at least one officer holding in the State-force a rank not lower than the rank corresponding with that of a Head Constable of Police in British India, and

(*b*) the circumstances are such that an application for the continuance of the pursuit and the effecting of arrest by the British Indian Police would prejudice the prospects of effecting the arrest of the fugitive.

(3) If when the pursuing party has continued the pursuit into British India under the authority of clause (*b*) of rule 2, it becomes possible to communicate with British Indian Police before arrest of the fugitive and without prejudice to the prospects of arrest, the pursuing party shall forthwith communicate with British Indian Police.

(4) A person arrested by the State Police under the authority of these rules shall forthwith be conveyed to the nearest place in which an officer of the British Indian Police is known to be and shall be handed over to the British Indian Police of that place.

ENCLOSURE (3)—Railway Lands (Employment *of Indian* State Forces) Law, 1939.

No. I-W.—In exercise of the powers conferred by the Indian (Foreign Jurisdiction) Order in Council, 1937, and of all other powers enabling him in that behalf, the Crown Representative is pleased to make the following Law :—

1. This Law may be called the Railway Lands (Employment of Indian State Forces) Law, 1939.

2. Whenever a military force of an Indian State is, with the authority of the Political Agent accredited to that State, engaged in the maintenance of public order in, or in the protection of, any railway lands over which the Crown Representative has jurisdiction, whether in that or in any other such State,—

(*a*) every member of such force may take such steps and use such force, as may be necessary for the prevention of any act done, or likely to be done, with intent to impair the efficiency or impede the work of, or to cause damage to, any railway, machinery, apparatus or other thing used on the railway or in the railway lands or any building or other property in the railway lands ;

(*b*) when a Magistrate determines to disperse any unlawful assembly by military force, he may require any commissioned or non-commissioned officer of such force to disperse the assembly by military force and to arrest and confine such persons forming part of it as the Magistrate may direct or as it may be necessary to arrest and confine in order to disperse the assembly or to have them punished according to law, and every such officer shall obey such requisition in such manner as he thinks fit, but in so doing he shall use as little force, and do as little injury to person and property, as may be consistent with dispersing the assembly and arresting and detaining such persons; and

(*c*) when the public security is manifestly endangered by any unlawful assembly and when no Magistrate can be communicated with, any commissioned officer of such force may disperse the assembly by military force and may arrest and confine any persons forming part of it in order to disperse such assembly or that they may be punished according to law: but if while he is so acting it becomes practicable for him to communicate with a Magistrate he shall do so and shall thenceforward obey the instructions of the Magistrate as to whether he shall or shall not continue such action.

3. Whenever a police force of an Indian State is, with the authority of the Political Agent accredited to that State, engaged in the maintenance of public order in, or in the protection of, any railway lands over which the Crown Representative has jurisdiction, whether in that or in any other such State,—

(*a*) every member of such police force shall be deemed to be—

(i) a public servant for the purposes of the Indian Penal Code or of any other law as applied to or in force in those railway lands, and

(ii) a police officer for the purposes of Chapters V, IX and XIII (excepting section 153) of the Code of Criminal Procedure, 1898, section 31 of the Police Act, 1861, and section 131 of the Indian Railways Act, 1890, as applied to or in force in those railway lands; and

(*b*) every member of such police force, not below the rank which corresponds to that of a sub-inspector of police in British India, shall be deemed to be an officer in charge of a police station for the purposes of sections 55, 56, 62, 127 and 128 of the Code of Criminal Procedure, 1898, as applied to or in force in those railway lands.

4. No suit, prosecution or other legal proceeding shall lie against any member of any military or police force of an Indian State for anything done in good faith in pursuance of, or in the exercise of powers conferred by this law.

ENCLOSURE (4)—The Railway Lands (Employment of Foreign Forces) Act, 1941.

ACT XVII OF 1941.

WHEREAS it is expedient to give protection to Foreign Forces when engaged in the maintenance of public order in, or in the protection of, railway lands in Mysore; It is hereby enacted as follows:—

1. (1) This Act may be called the Railway Lands (Employment of Foreign Forces) Act, 1941.

(2) It extends to the whole of Mysore.

2. Whenever a military force of British India or of another Indian State is, with the authority of the Government of His Highness the Maharaja, engaged in the maintenance of public order in, or in the protection of, any railway lands in Mysore—

(*a*) every member of such Force may take such steps and use such force as may be necessary for the prevention of any act done, or likely to be done, with intent to impair the efficiency or impede the work of, or to cause damage to, any railway, any machinery, apparatus or other thing used on the railway or in the railway lands or any building or other property in the railway lands;

(*b*) when a Magistrate determines to disperse any unlawful assembly by military force, he may require any commissioned or non-commissioned officer of such force to disperse the assembly by military force and to arrest and confine such persons forming part of it as the Magistrate may direct or as it may be necessary to arrest and confine in order to disperse the assembly or to have them punished according to law, and every such officer shall obey such requisition in such manner as he thinks fit but in so doing he shall use as little force, and do as little injury to person and property, as may be consistent with dispersing the assembly and arresting and detaining such persons; and

(*c*) when the public security is manifestly endangered by any unlawful assembly and when no Magistrate can be communicated with, any commissioned officer of such force may disperse the assembly by military force and may arrest and confine any persons forming part of it, in order to disperse such assembly or that they may be punished according to law; but if, while he is so acting, it becomes practicable for him to communicate with a Magistrate, he shall do so and shall thenceforward obey the instructions of the Magistrate as to whether he shall or shall not continue such action.

3. Whenever a police force constituted in British India or in an Indian State or in the Civil and Military Station, Bangalore, is, with the authority of the Government of His Highness the Maharaja, engaged in the maintenance of public order in or in the protection of any railway lands in Mysore—

(*a*) every member of such police force shall be deemed to be—

(i) a public servant for the purposes of the Indian Penal Code, as in force in Mysore, or of any other law for the time being in force in Mysore, and

(ii) a police officer for the purposes of Chapters V, IX and XIII (excepting section 153) of the Code of Criminal Procedure, 1904, and section 113 of the Mysore Railway Act, 1894; and

(*b*) every member of such police force, not below the rank which corresponds to that of a Sub-Inspector of Police in Mysore, shall be deemed to be an officer in charge of a police station for the purposes of sections 55, 56, 62, 127 and 128 of the Code of Criminal Procedure, 1904.

4. No suit, prosecution or other legal proceeding shall lie against any member of any military force of British India or of an Indian State or of any police force constituted in British India or in an Indian State or in the Civil and Military Station, Bangalore, for anything done in good faith in pursuance of, or in the exercise of powers conferred by, this Act.

ENCLOSURE (5).

5. The closest co-operation will of course be necessary between the police of the retained and retroceded areas and this should include the provisions for co-operation now in force between the City and Civil and Military Station Police. In the correspondence ending with my demi-official letter No. R. 658—140-37 (20), dated the 21st March 1938, it has been suggested that during civil disturbances, owing to the peculiar geographical relation between the Cantonment and the retroceded area, it may be necessary for the troops of either Government to act in certain circumstances just across the border of the area for which they are responsible. Similarly, police action may be necessary by either police force just across the border during the progress of civil disturbances. There is another occasion during which it may be necessary especially for the police of the retroceded area to take certain action within the retained area. Certain religious processions pass through both areas, and when, for instance, a procession is passing from the retroceded area through the retained area, it may be necessary for a body of retroceded area police escorting it to continue escorting it through the retained area, since the number of police in the retained area will be small and it may not be convenient for one body of police to hand over to another body in such circumstances on the boundary. If, in such circumstances, a body of retroceded area police were forced to act within the retained area they would of course be for that period under the orders of a retained area Magistrate if he were on the spot. Having such circumstances in mind, the Resident asks the Mysore Government to agree that in the event of civil disturbances contiguous to the boundary between the retained and retroceded areas or when processions pass through both areas, the police forces of both Governments will co-operate in any measure or action considered necessary.

* * *

ENCLOSURE (6).

* * *

This Government agree to co-operation between the Police of the retained and retroceded areas, as proposed in para 5 of your memorandum.

* * *

WD—4810—GPB—400—16-8-42.

GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE

General and Revenue Secretariat,

SECRET

Bangalore, Dated, 2nd March 1943.

No. 35 TO/W W281-42-15.

From

The Chief Secretary to the Government of His Highness the Maharaja of Mysore.

To

The Inspector General of Police in Mysore,
Bangalore.

Sir,

Railway Protection.- Yeswanthapur-Harihar line.

With reference to your letter No. C.B.28/42-43 dated the 26th February 1943 forwarding copies of the instructions issued with regard to the arrangements for Railway protection on Yeswanthapur-Harihar line, I am directed to enquire whether village patrols are also necessary in addition to the police patrols now provided for the guarding of the line.

I have the honour to be
Sir,
Your most obedient servant,

for Chief Secretary to Government.

W 281-42-16. 2594/W.

GOVERNMENT OF MYSORE

Tele gram / phone

SECRET.

No. 4985/pc-1156/42-43
Encls. Encl 2.

OFFICE OF

the Chief Commandant,
Mysore State Troops,
Bangalore,

Date March 1, 1943.

To

The Chief Secretary,
to the Government of Mysore,
Bangalore.

INTERNAL SECURITY - RAILWAY PROTECTION.

I have the honour to forward herewith for the information of Government a copy of letter No.251/25/26/G., dated 27th February 1943 with a copy of its enclosure received from Headquarters, 160 L of C Sub Area, on the subject - referred to above.

I have the honour to be,
S i r,
Your most obedient servant,

H Tigns Col.,
Chief Commandant,
Mysore State Troops.

Copy of letter No.251/25/26/G., dated 27th February 1943, from H.Q., 160 L of C Sub Area, to the Chief Commandant, Mysore State Troops, Bangalore, and to Mr. M.G. Mehkri, C.L.O.

Subject:- Internal Security - Railway Protection.

Attached for information is the gist of conclusions reached at a meeting held in the Political Department on 5th October 1942 to consider Railway Security Measures on railways in Indian States.

2. The "Red" and "Blue" lines referred to in para 3(a) are Category "A" and "B" lines respectively.

3. C.L.O. Only

Please forward to this H.Q. any comments that you may have regarding para 3(e) of the attached.

Gist of discussion and conclusions reached at Political Department meeting held on 5th February 1943, to consider railway security measures on railways in Indian States.

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1. Officers from the Political Department, General Staff, Railway Board, Home Department, D.I.B. were present; also Mr. Wildon, D.I.G., Western India States Agency and Mr. Moore, C.E., B.B. & C.I. Railway Ajmer.

2. Question of railway security measures on railways in Indian States had not previously been dealt with. As special problems existed, police officers from Rajputana and Western India States (the two areas with which Crown Representative was chiefly concerned) were invited to discussion with Government of India.

3. The following conclusions were reached:-

(a) Classification of railways

The fact that a railway is not included in the "red" and "blue" classification does not imply that it is not to be protected. States and provinces alike must protect all railway lines to the fullest extent possible and all available resources - military, police, civil - must be used for this purpose.

(b) Railway protection schemes and measures in States.

Because a State has ceded jurisdiction over lands or because a railway is not its property a State is in no way absolved from responsibility of protecting the railway.

All States through which a railway passes should therefore bring their railway protection schemes up to date by making provisions for enforcement of village responsibility and village patrols. By arrangement with the railways one or two gangmen should be added to each patrol. Schemes should be prepared in close collaboration with local railway authorities, and should be applied at the request of the Resident (either on instructions from the Crown Representative, or at the instance of the Army concerned, or on his own initiative) or by the State itself in the event of local emergency. If protective measures including village patrols are applied at the Resident's request, they should not be withdrawn except at his instance. Patrols should be kept on for as short a period as possible to avoid serious interference with village life, and expense. All villages should, however, be warned that their village responsibility remains in force at all times.

States should be reminded that powers have been given to their troops and police under the Railway Land (Employment of Indian States' Forces) law to operate on railway lands over which jurisdiction has been ceded to Government.

States are responsible for the cost of village patrols or additional police for railway security, and any protective measures considered necessary after consultation with Resident and railway authorities should be put in hand forthwith. If extra cost involved is too great for States concerned, the Government of India will deal with requests for financial help.

(c) Raising and Arming of additional police for railway protection in Administered Areas:

Army is unlikely to be able to obtain recruits from British India for service in States police forces, nor are further arms likely to be available for some time.

(d) Possibility of Military assistance in an emergency pending the revision of railway protection schemes in States and Administered Areas:

This is a matter for settlement with the military formation commander concerned.

(e) Dissemination of information and liaison between States, military, police and railway administrators.

The importance of complete arrangements for liaison and exchange of information is recognised and schemes should be worked out locally.

(f) Provision of motor trolleys and converted road vehicles etc., for patrols

Railways are doing their best to make vehicles available as quickly as possible and details should be ascertained from them.

(g) Temporary retrocession to the Baroda Government of two stretches of railway, 63 and 56 miles in length, jurisdiction over which is exercised by the Resident.

Although the Government of India would probably raise no objection to temporary retrocession if the Bombay, Baroda and Central India Railway had none, it was felt that the difficulties urged by the Baroda Government have been exaggerated and that on the whole it might be better to maintain the status quo . But Mr. Wilson, who has not yet examined the matter in detail, was asked to go into it on the spot, discuss it with the Resident and possibly with the Dewan, and then make a full report to the Resident. Mr. Moore was also asked to let the Resident have the views of the B.B. & C.I. Railway.

(h) Proceedings of the meeting:- Copies of the proceedings c the meeting should be distributed to all Residents, and also to

those provinces which are responsible for the policing railways in State with a view to uniform action being taken in all parts of India.

"Copy"

For Chief Commandant,
~~Mysore State~~ Troops.

MGK.

MYSORE STATE RAILWAY.

A Meeting was held on 5-10-1942 at Arsikere when Chief Engineer, Railways, District Engineer, Bangalore city, and Asst. Engineer, Arsikere, and Messrs. Mallaradhya, Special Railway Magistrate, and Rangamalliah, Magistrate, to relieve Mr. Mallaradhya, were present.

Ways and means to protect Railway property were discussed. It was definitely explained that all arrangements made for patrol both day and night by the Railway staff were for detecting sabotage and damages to works on line and not to prevent them as the Railway staff are incapable of using force in preventing damages to track, works, and telegraph wires. It was also explained, that on that day, there were additional day watchmen, and usual night patrolmen employed every year during monsoons, working.

As presence of Railway staff was considered to produce moral influence and kept saboteurs in fear, it was decided to employ men for watching line during nights also. Men were engaged from 10th October 1942 on the main line from Bangalore city to Harihar and Chord line from Bangalore city to Mysore Frontier at the rate of two men per gang. There are today 173 such men working.

In addition to these, there are nine watchmen for watching Tunga, Bhadra, and two important bridges on Bangalore city-Hindupur section.

There are fourteen (14) watchmen for watching sleeper tankestagings at temporary water columns also.

This is the extra staff appointed in Bangalore District.

Statement of staff appointed in Mysore District will be furnished by General Manager, Mysore.

NOTE.

Railway Security Scheme.

The Railway lines within the Mysore State ~~concerned~~ are the following:-

(1) Bangalore - Bisanatham (Broad Gauge) about 56 miles.

(2) Bangalore - Hindupur(up to state limits) 54 miles 5 furlongs.

(3) Yeswanthpur - Harihar (207 miles).

A. Viswanath, B.Sc.
DISTRICT ENGINEER.
MYSORE STATE RAILWAY.

The State has no police jurisdiction in respect of numbers(1) and(2) as the jurisdiction in respect of No.3 was handed over on the 28th August 1942.

In view of the disturbances in August last, the Government issued instructions to the District Magistrates and to the Inspector General of Police to ~~enforce the responsibility of the Village Officers and the village community~~ enforce the responsibility of Village Officers and Village Servants in respect of protection of Railway lines, power, telegraph and telephone lines under the various enactments in force in Mysore and promise of liberal rewards to Village Officers and servants and also to private individuals who apprehended any offender or prevented any sabotage. The Sub Division Officers and Amildars were required to tour in the villages and arrange for systematic watch and ward. It is understood that these instructions are being carried out as far as possible.

(A copy of the circular No 1010-19 Dated 24th August is enclosed for information)

In their letter dated 24th October 1942 the Residency asked to what extent the Government would be able to assist in the matter of protection against sabotage of

Railways necessary to the conduct of operations in the area of the Southern Army and in a later letter of the 8th December 1942 wished to know to what extent the system of village responsibility will function on the Broad Gauge lines. In reply to the latter communication a note was sent to the Residency ~~xx~~ No.Pol.1513 dated 26th January 1943 in which the details of the scheme were outlined and the Residency were informed that the full scheme ~~xxxx~~ would be brought into operation as soon as M.& S.M. Railway communicated their consent to meet the expenditure involved in the scheme. The main feature of the scheme was to place the responsibility for the safety of the Railway line on the inhabitants of the villages through which the line passes, holding the patel or Headman of the village responsible for the safety of the line and requiring him to depute one or more inhabitants of the village for patrolling the Railway line in the limits of the village. The villages along which the line runs were divided into groups, each group being held responsible for the section of the Railway line ~~in the area covered by the group~~ within their areas. It was proposed to pay some remuneration to the Patels and the persons who were actually deputed for patrol duty and also to appoint a Police Daffedar for each taluk exclusively to check and supervise the work of the village patrols. The cost so far as the Broad Gauge line was concerned was estimated at Rs.810/- per mensem in respect of remuneration to patels and the villagers. Four Daffedars will have to be appointed exclusively for this work in the four taluks of ~~Bangalore City~~ Bangalore South, Bangalore South, Hoskote, Malur and Bowringpet and the cost on this account will be Rs.120/- per mensem at Rs.30/- per Daffedar. The total extra cost on this account will therefore be Rs.930/- per mensem. ~~Orders have been issued to the Inspector General of Police~~ Steps will be taken to bring the scheme into operation ~~at once~~

~~As soon as~~ on receipt of the That pending ~~the communication of agreement of~~ on the Railway as the case may be will the M.& S.M. Railway ~~to~~ bear these charges.

As regards the Bangalore - Hindupur line also, this Government ~~have~~ sanctioned the project adoption of a similar scheme and ~~have~~ are instructed the Inspector General of Police to give effect to the scheme immediately. The cost of the scheme will work out Rs 1 crore per mensem as per details enclosed for details enclosed. It is presumed that the Railway Dept will agree to bear the cost in this case also.

In regard to the Yeswanthapur - Harihar line ~~also~~, the District Magistrates have been directed to take action to enforce the responsibilities of the Village Officers fixed on them to protect the Railway communications.

Besides the above arrangements, the Mysore State Railway has ~~also~~ organised ~~from~~ since September 1942 a system of special patrol ~~of the Railway lines~~ also certain sections of the lines under control & management along certain ~~parts of the line considered liable for sabotage and~~ for this purpose a special staff has been employed for watching bridges, patrolling the line, and for watching water columns, these being the key points of the Railway system. 268 line watchmen, 22 bridge watchmen and 49 water columns-watch men have been employed at a total cost of about Rs.5,500/- per mensem. These ~~staff~~ patrol the line from dusk ~~time~~ to sunrise.

N.Pol.1161

5.3.43.

Dear Mr. Egerton,

Railway Security.

In continuation of my D.O. letter No.Pol.1513 dated the 26th January 1943 on the above subject, I am desired to enclose herein a note showing the arrangements made for enforcing the ~~village~~ responsibility in connection with Railway Security on the three vital Railway lines in the State. I am to request that as already intimated in my letter above referred to, arrangements may be kindly made for the payment to this Government by the Madras and Southern Maharatta Railway of the cost involved so far as it relates to the Broad-gauge line within the State limits.

As regards the Bangalore-Hindupur line the arrangements outlined in the memo ~~have been~~ undertaken solely to meet ~~the~~ requirements ~~under the present emergency~~ and this Government therefore feel that the cost involved, which is estimated at Rs. ~~1,97,800~~ 1000 per mensem is a legitimate charge on the Defence Department. I am therefore to ~~state~~ suggest that ~~this Government will be obliged if~~ the Defence Department ~~is~~ addressed in the matter ~~and arrangements are made~~ to reimburse ~~this Government~~ to the extent of the expenditure incurred on the scheme in respect of this line.

Yours Sincerely,

W. le B. Egerton, Esq., I.C.S.,
Secretary to the Hon'ble the Resident
in Mysore, Bangalore.

N O T E.

RAILWAY SECURITY SCHEME.

The vital railway lines within the Mysore State are the following:-

(1) Bangalore-Bisanatham (Broad Gauge) about 56 miles.

(2) Bangalore-Hindupur (up to State limits) 54 miles 5 furlongs.

(3) Yeswanthapur-Harihar (207 miles.)

The State has no police jurisdiction in respect of numbers (1) and (2) and the jurisdiction in respect of No. (3) was handed over on the 28th August 1942.

In view of the disturbances in August last, the Government issued instructions to the District Magistrates and to the Inspector-General of Police to enforce the responsibility of village officers and servants in respect of protection of railway lines, power, telegraph and telephone lines under the various enactments in force in Mysore. Liberal rewards were promised to village officers and servants and also to private individuals who apprehended any offender or prevented any sabotage. The Revenue Sub Division Officers and Amildars were required to tour in the villages and arrange for systematic watch and ward. (A copy of Circular No.1010-19 dated 24th August is enclosed for information.) It is understood that these instructions are being carried out as far as possible. They are generally applicable to all railway lines in the State.

In view of the special importance of lines (1) and (2), however, it seems necessary to adopt more systematic measures to enlist the active co-operation of village officers

and servants in the protection of these two lines. In this view a detailed scheme has been worked out in respect of the broad-gauge line and forwarded to the Residency with the Secretariat letter No. 1513 dated the 26th January 1943. The cost involved in this scheme was estimated at Rs 810 per mensem for the remuneration of Patels and villagers. Four Daffedars have to be appointed exclusively for supervision work in the four Taluks of Bangalore South, Hoskote, Malur and Bowringpet, and the cost on this account will be Rs 120/- per mensem at Rs 30/- per Daffedar. Steps will be taken to bring the scheme into operation on intimation that in principle the Madras and Southern Mahratta Railway or the Defence Department as the case may be, are willing to bear these charges which, as detailed above, aggregate Rs 930/- per month.

As regards the Bangalore-Hindupur line also, this Government are prepared to sanction the adoption of a similar scheme, the details of which will be found in the Appendix. The cost of this scheme is approximately Rs 1,000/- per mensem. Meanwhile the ~~Village Co-operation Scheme~~ arrangements outlined in the printed Circular of 24th August 1942, are enforced in the villages through which the line passes.

In regard to Yeswanthapur-Harihar line, ~~the simple scheme of~~ the arrangements for village co-operation ~~would perhaps suffice~~ will be very elaborate, as from a military point of view it is of less importance than either of the other two railway lines referred to above. It is, however, proposed to authorise Deputy Commissioners to pay remuneration on a small scale to the Patels of villages in those sections where trouble might be apprehended from time to time. The cost on this account will be met by the Govt.

~~As stated already~~ At the same time the Mysore Railway Department has organized a system of special patrol along certain sections of lines (2) and (3) which are under its control and management. The additional staff employed for this purpose consists of

Near than 300
~~323~~ men for watching bridges, patrolling the permanent way and guarding water columns, these being the key points of the railway system.

During the last disturbances all trains were provided with military escorts of the Mysore State Troops between Bangalore and Harihar. When the night-running of trains was resumed on this section about the middle of September last, a pilot train carrying military escort was running from Davangere to Arsikere and back. When conditions returned to normal, this arrangement was discontinued. Again, when there was a slight apprehension of trouble in the first week of January 1943, the arrangement was revived between Davangere and Chickjajur with an escort of armed Reserve Police. This arrangement was in force till the end of January 1943. Till recently a Striking Force of the Mysore State Troops was also stationed at Arsikere and Davangere. All these arrangements could be quickly revived to the extent required should an emergency arise.

Secret.

Internal security measures in railway lands.

A conference of representatives of Provincial Governments was called in November 1942 by the Home Department of the Government of India, to discuss the following agenda:-

1.) To what extent is the Provincial Government prepared and able to provide police protection for those railway lines in its jurisdiction for the guarding of which the military authorities cannot accept responsibility?

2.) If the Provincial Government is not in a position at present to provide the police protection required both for railways which fall within its sphere of responsibility and also for the maintenance of law and order and the protection of other Government property, what additions to its police forces would be necessary to enable it to discharge this responsibility?

3) Within what period of time would the Provincial Government be able to provide these additions? What assistance would be required?

4) Does the Provincial Government accept the proposed system of enforcing village responsibility? How far has it already introduced this system and has it any further suggestions to make?

5) Does the Provincial Government accept the view that village patrols should be paid, and, if so, how much and how are the funds to be provided?

6) Does the Provincial Government think that the system of village responsibility can be usefully extended to the protection of any Government property other than communications? If so, what?

7) What are the views of the Provincial Government regarding the siting and construction of police stations?

8) What are the views of the Provincial Government regarding distribution of the police under emergency conditions?

2. The considerations on which these agenda were based are the following:-

The recent disturbances were directed mainly against communications and Government buildings and needed troops to quell them, to the number of 57 battalions or their equivalent. The diversion from training of these troops and the dislocation of the distribution system adversely affected war plans. The problem therefore now is how to ensure against a recurrence and how to deal with it successfully, if it takes place, without the same degree of military assistance.

The forces available are

(1) Police and Civic guards.
(2) Village or town defence parties of a non-official character.
(3) Railway staffs.
(4) Troops.

The main objects for which these forces must be employed are:-

(a) to keep the civil administration going
(b) to protect communications of all kinds, particularly railways, telegraph and telephone lines, electricity distribution systems and oil pipe lines.

Before detailed plans can be made for the best possible use of the resources available, a clear understanding must be reached as to where military responsibility ends and civil responsibility begins. Each Government must know the extent to which and the circumstances in which it can rely from time to time on military assistance. The commitments which the Army has to meet in war-time are naturally greater than those under peace conditions, but nevertheless the Army constitutes the ultimate reserve for the maintenance or restoration of law and order. In war the Army assumes primary responsibility for the protection of its own essential lines of communication and troops employed on such protection are acting not "in aid of the civil power" but in a direct military capacity. This responsibility cannot however extend beyond operational zones or the communications thereto, and other communications must be primarily the responsibility of Provincial Police Forces. Moreover the number of troops which the Army can provide in war-time to aid the civil power is necessarily limited by the availability of the troops, and the Army has always expected Provincial Governments to expand their police forces so as not to have to call in troops.

5. The General Staff are now revising their railway protection plans, and the principle of "village responsibility" is being enforced. Provincial Governments will in future have to continue to rely very largely on their own resources. Among the forces definitely counted as available for the defence of "strategic" lines are the battalions of Special Armed Constabulary which have been raised by various Provinces to relieve troops of these duties and are consequently paid for from Defence Estimates.

6. Another point that has been settled is how to make the best use of the railway watch and ward staffs. The Government of India do not consider it desirable that these staffs should be further developed as a third force (neither police nor fully military), so they will be retained only on the E.I. and B & A Railways for employment with their Defence of India units in the areas where they are at present.

7. Once military responsibility has been clearly defined, Provincial Governments will be left with a certain strength of police to preserve law and order and with a certain residue of rail and road communications to be protected, knowing that troo will not be permanently available for these purposes. When the General Staff plans are ready a list of railway lines to which the Army attaches importance but to protect which troops will n be available will be sent to Provincial Governments. These lir (formerly known as "important non-strategic") will require poli protection as part of Provincial plans. It is suggested that Provincial Governments might with advantage prepare a definite priority list of communications in their area, putting in the highest category those important links on which the economic life of the people depends.

8 Provincial Governments should remember that they cann rely on police reinforcements from outside. On the other ha it may well be represented by Provincial Governments that th protection which their police forces are able to afford mus depend largely on (a) their equipment and (b) their mobilit it is apparent that there is not much point in recruiting a training large additional police forces if they cannot be supplied with suitable arms.

9 The actual method by which the required protection is be afforded is perhaps the most important question discussed The Government of India consider that the foundation-stone of railway protection must in future lie in the enforcement of village responsibility, and they are by no means sure that

the same principle could not be extended to the protection of other Government property such as Courts, Posts and Telegraph offices etc.

10. To take the case of strategic railways first, the system of village responsibility which it is desired to see established would work as follows. Detachments of troops or Special Armed Constabulary units would be located at various important stations along the line or possibly at intermediate points where special block houses might have to be built. The line itself would be divided into sections among the various villages through which it passes and each village would be called upon to supply a party of so many men whose duty it would be, in suitable shifts throughout the 24 hours, to patrol the section allotted to them, to keep a look-out for any suspicious persons and to do what they could to engage and disperse any parties of saboteurs who might be detected. The village parties would be accompanied by a certain number of railway gangmen who would have the expert knowledge to detect any attempts to tamper with the track or other railway property. At certain intervals during the twenty-four hours the line would be further patrolled by detachments of troops or S.A.C. units either in trains or, if the system can be successfully developed, in rail motors; and their first duty would be to see that the village patrols were on duty and doing their work properly. A system of signalling or other means of communication between the village patrols and the nearest strong points would have to be developed to enable the former to secure assistance from the latter with the minimum delay should trouble take place or attempts to tamper with the track be discovered.

11. For non-strategic lines which depend on police protection a similar system should be introduced, but an important question is whether the village patrols both on strategic and on-strategic lines will have to be paid, and if so, how much. The main sanction behind the enforcement of village responsibility is the threat of collective fine if sabotage is allowed to take place but the Government of India feel that this by itself will not be sufficient and if the system is to work efficiently, as a more or less permanent measure, some regular remuneration of the village patrols would be essential. They suggest that the pay given need not be at all large but that it should be supplemented by special rewards on a fairly liberal scale for any outstanding good work done by the patrols. They would not pay such rewards merely for the detection of tampering with the track, since this might well provide too great a temptation to cause the damage themselves, but they would pay handsomely for the actual arrest of offenders or good work of a similar kind.

12. So far as concerns the legal powers required for the enforcement of a system of this kind, the Government of India believe that rule 59-A of the Defence of India Rules provides all that is necessary. Other matters for discussion include:-

(a) The possibility of improved siting and construction of police stations and outposts so as to provide for their better defence in case of attack, and

(b) The distribution of the police under emergency conditions with special reference to the desirability or otherwise for effective greater concentration.

13. The conference with Provincial Government's representatives held by the Home Department on the 23rd and 24th November 1942 came to the following conclusions:-

the same principle could not be extended to the protection of other Government property such as Courts, Posts and Telegraph offices etc.

10. To take the case of strategic railways first, the system of village responsibility which it is desired to see established would work as follows. Detachments of troops or Special Armed Constabulary units would be located at various important stations along the line or possibly at intermediate points where special block houses might have to be built. The line itself would be divided into sections among the various villages through which it passes and each village would be called upon to supply a patrol of so many men whose duty it would be, in suitable shifts throughout the 24 hours, to patrol the section allotted to them, to keep a look-out for any suspicious persons and to do what they could to engage and disperse any parties of saboteurs who might be detected. The village parties would be accompanied by a certain number of railway gangmen who would have the expert knowledge to detect any attempts to tamper with the track or other railway property. At certain intervals during the twenty-four hours the line would be further patrolled by detachments of troops or S.A.C. units either in trains or, if the system can be successfully developed, in rail motors; and their first duty would be to see that the village patrols were on duty and doing their work properly. A system of signalling or other means of communication between the village patrols and the nearest strong points would have to be developed to enable the former to secure assistance from the latter with the minimum delay should trouble take place or attempts to tamper with the track be discovered.

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(b) The distribution of the police under emergency conditions with special reference to the desirability or otherwise for effective greater concentration.

13. The conference with Provincial Government's representatives held by the Home Department on the 23rd and 24th November 1942 came to the following conclusions:-

(1) Opening remarks by H.M. Home.

After referring to the successful manner in which on the whole the outbreak had been dealt with, H.M. referred to the necessity of being fully prepared in all respects for further outbreaks in the future. The main problem to be dealt with by the Conference was how far the protection of communications could be ensured, probably with fewer troops available.

(2) Remarks by D.C.G.S.

After stressing the detrimental effect on the Army of the use of large numbers of troops in the recent disturbances, General Molesworth emphasised that in addition to the railways there were roads, power lines and essential installations to be safeguarded. It was proposed by the Army to assume responsibility for guarding 7,000 miles of railway as against 8,000 formerly, but this involved the use of the armed police which had been raised by Provinces at the behest of the Army and which were paid from Defence Estimates.

A map was circulated showing in red which railways the Army regarded as of vital strategic importance and for which it would assume responsibility, and others in blue of almost equal importance which it was expected should be given protection by Provincial Governments. It was not intended to exclude other railways many of which were essential for the maintenance of military or civil supplies, or for the communications on which the administration must depend. The plan was still in draft form and will be subject to further consideration in detail.

(3) View of Provincial Government representatives on items 1, 2 and 3 of the Agenda.

All representatives stressed the point that they had not received the agenda in sufficient time to study it in great detail and that the General Staff plan was quite new to them.

It was represented by all Provinces that the expansion of their armed police and the acceptance of greater responsibilities was mainly dependent on matters over which they had no control, e.g.,

(a) their existing weapons, mainly muskets, were ineffective and magazine rifles were required;
(b) it was desired to increase the proportion of armed police, but arms were not available;
(c) numbers of additional armed police were fully trained but no arms were available with which to equip them;
(d) the effectiveness of the existing police could be greatly increased by greater mobility and better communications i.e., the provision of M.T. and W.T.sets;
(e) recruitment in many cases conflicted with that for the Army and had been shut down;
(f) a serious shortage of officers existed, and it was suggested that the Army might be willing to release a few suitable I.C.Os for service in the police;
(g) serious difficulties were met with in training.

In general, it was emphasised that the existing police forces were/sufficient to guard even all the blue lines, and that unless the Army was able to help in these matters to a greater extent than hitherto, it would be quite impossible to raise additional forces for the permanent protection of other railways or, indeed, to relieve the Army of any of the burden of guarding communications.

/in

(4) Conclusions reached on items 1.2 and 3.

(a) H.M. Home, asked for a full statement of the arms required to euip the existing police forces, especially those newly raised and already trained, and those additional forces which it was proposed to raise.

(b) D.C.G.S agreed that no more muskets would be issued and that magazine rifles could be provided in future instead of single shot weapons. He referred to the possibility of getting 12 bore Greener guns from the U.K. and of the provision of more Italian rifles. He promised to examine the whole question and inform Home Department of the action War Department proposed.

(c) Home Department undertook to take up the question of the provision of arms from the tribal factories in N.W.F.P. The use of 12 bore shot guns was also discussed and it was made clear that this possibility was being exploited by Provinces. As regards ammunition, if this could not be obtained by requisitioning, or purchase by Provincial Governments, the Supply Department could probably place orders overseas.

(d) The provision of automatic weapons was pressed by certain representatives, but did not receive general support, and the General Staff were definitely opposed to it. Rifle grenades could, however, be provided to a limited extent.

(e) The period of training required was discussed in some detail and the general opinion appeared to be that, while a period of six months was probably desirable, a very fair standard could be reached in four months or even less and that the personnel might be regarded as fit to be employed after that period of training.

(5) Items 4, 5 and 6.

(a) It was emphasised that conditions as regards the imposition of village responsibility varied in different areas both on account of the nature of the country, the temper and characteristics of the people, the nature of the village organisation and the system of revenue administration.

(b) It was generally agreed that

(i) Village responsibility should be imposed, wherever possible, or where no village organisation existed, the best substitute available, e.g. zamindari responsibility, should be adopted;

(ii) collective fines are a most valuable deterrent, but they must be applied with judgment;

(iii) it is most important for officers to visit villages and to explain personally the system adopted and the duties and penalties involved;

(iv) as regards patrols, the majority view appeared to be that these should be appointed by name and that, except in the jungle, patrolling is probably only necessary by night;

(v) liaison between Permanent way staff and villagers should ensure the recognition of patrols . The question of recognition between patrols and Permanent way staff on the one hand and troops, police or aircraft on the other requires further study;

(vi) villages must be made responsible for a definite section of the line.

(vii) the co-operation of villagers is just as necessary on lines guarded by the military as elsewhere;

(c) It was agreed that the personnel could not be expected to patrol lines indefinitely without pay and that, on the other hand, it would be difficult to withdraw pay once given and it might be a source of temptation, besides being very expensive. Some Provinces, however, felt that unless specified individuals were actually paid, the work of patrolling would not be done.

H.M. said that the Finance Department would be consulted.

It was suggested as a general principle, and subject to local conditions, that pay should not be granted as a right, but as a bonus based on results especially where the duties involved are onerous and prolonged. Measures should be taken to ensure that cash reaches the right people.

(d) The majority of Provinces did not consider legislation on the lines proposed by Bihar were really necessary. H.M. Home, said he would consider whether it was possible or desirable to secure the same results by an alteration of the Defence of India Rules, as at present there was no provision for collective fines unless damage was actually done.

(e) The representative of the C.P. agreed to submit a memo which would be circulated to other Provinces giving the details of the system they had adopted.

(f) C.C. Railways stated that there are very few Railways which are not essential, if the Provincial Administration is to be kept in being. In dangerous areas all of these would have to be protected either by troops or by police. It was clear that the latter could not at present undertake all that the Army asked.

He recommended that village patrols should be employed by Provincial Governments and not by the Railways. The system would have to be highly developed to make it effective.

(6) Conclusions on items 4, 5 and 6.

The following broad principles met with general acceptance:-

(a) Dangerous areas. Where the population is hostile, or in the neighbourhood of disaffected towns, intensive precautions are necessary including patrolling by police or by troops. Jungle areas must be patrolled by day as well as by night. No reliance can be placed on help from villagers, but severe collective fines should be imposed where desirable and liberal rewards given if any active assistance was actually rendered. The police should control the movement of disaffected persons by establishing examination posts on the roads and railways.

(b) Doubtful areas. In this case, considerable reliance can be placed on villagers who should carry out day patrols. Supervisory patrols by police or troops should be arranged and an efficient Intelligence Service and visual signals organised. Rewards or a bonus for good work will be essential to ensure a sustained effort.

(c) Safe areas. The system of village responsibility and patrols should be organised, but need not be put into force till required. The presence even of occasional or small parties of armed police

will serve to maintain confidence and act as a deterrent.

(7) Remarks by H.M. on items 4, 5 and 6.

H.M. Home emphasised that the problem was military as well as civil and might become a primary military commitment. The duties involved in guarding railways could probably best be carried out by armed police, but this could be done only if the Army would provide the arms and facilitate recruiting. Unless this was done, there was no doubt that tropps would in fact have to be used.

It was clear that the Provinces could not in most cases assume responsibility for guarding the 'blue' railway lines until they had expanded their police further and had more arms. This would take from 6 to 18 months. The armed police were not originally intended for railway protection and had many other duties to perform.

He pointed out that any operations on a considerable scale on the Eastern Frontier, whether offensive or defensive might lead to a recurrence of internal disorders. In this event the army would have to choose between meeting demands for additional troops or the creation of conditions of chaos in their rear, and in the areas on which they depended for supplies.

(8) Remarks by D.C.G.S.

After summing up the views expressed, he emphasised that

(a) the duties under discussion were primary civil duties and the army would be acting in support of the civil power except on those lines which the Army would protect as their own lines of communication;

(b) the Army would make every effort to provide assistance towards the provision of arms and the other services required. He thought that in particular the Army might be able to help in the matter of training officers and instructors. If armed police were not available, he realised that troops would have to be employed;

(c) he considered that the magazine rifle was the best weapon and that a firm and resolute use of such weapons would usually be effective against large mobs without any great expenditure of ammunition. Full authority had been given to the troops for such action in recent disturbances but the police were still too much inclined to fire in the air. If this practice continued they must expect to be rushed, and it was of little use giving them efficient weapons;

(d) in view of the recent ordinance authorising the opening fire on saboteurs in certain circumstances, a system of mutual recognition was more than ever essential;

(e) he considered that the discussion indicated that patrolling of roads in the vicinity of railways by police might be developed, since it appeared that gangs of saboteurs came from urban rather than rural areas.

9. Items 7 and 8.

(a) With certain exceptions (e.g. N.W.F.P and the Punjab) the majority of police Thanas were not easily defensible and owing to the shortage of materials and P.W.D. staff, extensive rebuilding was not possible. Generally speaking they were not large enough to form refuges for officials.

(b) It was agreed that the primary consideration was that police Thanas should be habitable, but that wherever conditions permitted they should also be defensible. This should be considered in all rebuilding plans, but too much insistence on defence might prevent the most effective offensive action being taken. Meanwhile, such minor measures as would render Thanas more defensible should be undertaken.

(c) While most Provinces agreed that small outposts might have to be drawn in, they were opposed to abandoning police Thanas and preferred to increase the strength of the post and give them more and better arms. Where the police had offered vigorous resistance, there were very few cases in which they had been overwhelmed.

(d) In practically every province each district had an armed reserve, but in some cases this was not large enough. A Central armed reserve was also essential and ought to be provided in every Province. The effectiveness of these reserves could be greatly increased by the development of communications, the provision of M.T. and the use of W.T.

(e) As regards telegraphic communications, higher telegraph posts more firmly dug in, would render sabotage more difficult than at present.

Secretary, Posts and Air Dept stated that it would hardly be practicable to move Posts and Telegraph offices to the vicinity of police stations.

(10) Prosecutions

(a) H.M. emphasised the important moral effect, apart from the detention of offenders, of prosecutions, the rapid disposal of cases and the imposition of deterrent sentences. It was desirable to give fullmpublicity to the complicity of prominent Congress supporters so as to combat the suggestion that the disorders were spontaneous.

It was not desirable merely to detain persons; whenever possible, they should be tried and sentenced.

He wanted opinions as to whether it was desirable to impose an automatic death sentence for sabotage. Abettors and instigators should, wherever possible, be brought to justice , and those who went underground could be dealt with under Defence of India Rule 26 (5B).

(b) It was agreed that

(i) the only way to ensure speedy trial and conviction was to select carefully the judges and magistrates to try the cases. This was permissible under the Special Criminal Courts Ordinance.

ii) In some provinces a large number of offenders had been released by the Courts on bail. In some of these cases, it had been necessary to re-arrest them and place them in detention;

(iii) individual judges of the High Court by whom sentences would be reviewed in certain cases under the Special Criminal Courts Ordinance, could not be relied upon to confirm heavy sentences;

(iv) sentences of imprisonment were not a very effective deterrent owing to the expectation of an exercise of clemency at an early date. Whipping, however, was very effective.

(v) comparatively few death sentences had so far been imposed. It was unlikely that convictions would be obtained for sabotage if the death sentence was made compulsory;

(vi) in some provinces, there were still a large number of cases to be tried and it was perhaps too early to make a general deduction as to the failure of the judiciary.

(11) Remarks by D.C.G.S. on the provision of M.T.

D.C.G.S. stated that till the middle of 1943, it was probable that all imported lorries would be required for Military purposes and even after that the position would still be very difficult. Practically nothing was still available for requisitioning except private cars which might perhaps be fitted with special bodies. An open body with wire netting protection was perhaps the most suitable.

A letter has been issued respecting the use by the police of the M.T. at the disposal of the Regional Transport officers, and this stated that if necessary this must have priority over aerodrome construction. Most of this M.T. was, however, in a very bad condition.

(12) Wireless Telegraphy.

It was brought to notice that both the Railways and the Police had been considering schemes for the development of this means of communications; that the matter was also engaging the attention of an Inter-Services Board; and that the difficulties in the way of providing the aparatus required were considerable. It was agreed that the various schemes required co-ordination by a Central authority.

14) The questions in relation to railway lands in Indian States over which jurisdiction has been ceded are

(a) to enable Indian State military and police forces to assist in protection of railway lands;

(b) to enable Indian States to impose, under their legislation complementary to Collective Fines Ordinance, fines on their subjects living outside but presumably adjacent to railway lands for depredations committed thereon; and

(c) to enable Indian States to compel their subjects under their counterpart of Rule 59 A of Defence of India Rules to assist in protection of such areas.

15) The three questions mentioned in paragraph 14 are being dealt with as follows:-

(a) The Railway Lands (Employment of Indian State Forces) Law 1939, published with the Political Department Notification No.1-W of 2nd January 1940 provides for this.

(b) H.E. the Crown Representative is advised that there is nothing in the Collective Fines Ordinance to prevent the competent State authority having jurisdiction in the areas

in the State concerned, whose inhabitants appear to that authority to be "concerned in or abetting" depredations on railway lands, from imposing collective fines on inhabitants of that area.

(c) States are being advised to expand their counterpart of sub-rule (1) of rule 59A of the Defence of India Rules so as to include in its provision empowering an authorised officer of the State concerned to require male persons in the State area specified in the order of authorisation, being an area adjoining railway lands, to appear before an authorised officer of the railway lands with a view to the enforcement on him of that sub-rule. If any such male disobeys this requirement he will be punishable under the State counterpart of sub-rule (2) of rule 59 A.

Appendix F. G.—1]

SUBJECT.....

.....

.....

Section War

File No. 281-42

Serial No. 18.

Diary No. of letter replied to...2601.....

Secret

No. 3642/W. dt 13-3-43

Encls. 1

To V.P.

Railway Security

General and Revenue Secretariat

( )

the 194 .

Sir, I am directed to enclose herein a copy of a W.O. letter regarding inland Security measures received from the Railway in railway lands for obtaining your information & taking action in consultation with the G.M. M.S.Ry and to request you to submit proposals, if any, in mutual consultation, to give effect to the principles, agreed upon at the Conference, having regard to the arrangements already made.

Date of issue... 13-3-43

Signed by..... Mr. J.K.V.

I enclose herewith a copy of the existing arrangements which required consideration with the G.M. Railway and to request you to submit proposals, if any, which may be considered necessary to give effect to the principles agreed upon at the Conference, having regard to the arrangements already made.

List of enclosures.....

Copied by.....

Examined by.....

Memo. 3643/W. Encls.

Copy to G.M. M.S.Ry with Chief Secretary's D.O. letter of even no. dated 13-3-43 for information.

WD 04161—GPB—60,000—24-10-41

GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE

General and Revenue Secretariat,

SECRET.

No. 3642/W · Encls

Bangalore, Dated, 13th March 1943.

From

The Chief Secretary to the Government of His Highness the Maharaja of Mysore.

To

The Inspector General of Police in Mysore,
Bangalore.

Sir,

Railway Security.

I am directed to enclose herein a copy of a note regarding internal security measures in Railway lands received from the Residency for your information and study and to request that the existing arrangements may be reviewed in consultation with the General Manager, Mysore Railways, and that proposals, if any, may be submitted for the consideration of Government for giving effect to the scheme, as envisaged in the note, in so far as the Railway lines in the State are concerned.

The matter may be treated as urgent.

I have the honour to be
Sir,
Your most obedient servant,

(Sd) J. Appaji Gowda,
Chief Secretary to Government.

Memo No. 3643/W. Encls.
Dated, Bangalore, 13th March 1943.

Copy of the above is forwarded, with compliments, to the General Manager, Mysore State Railway, with a copy of the Note for information.

By Order,

For Chief Secretary to Government.

W 281-42-19

2681
W

Secret.
D.O.No.F.161/1942.

THE RESIDENCY,
BANGALORE.
12th March 1943.

Chief Secy
My dear Mr Mudaliar
13/3/43

My dear Mr Mudaliar — M 1099

Will you please refer to my secret demi-official letter No.F.161/1942, dated the 3rd March 1943?

2. At a recent conference held by the Government of India with representatives of Provincial Governments regarding arrangements for precautionary measures against a recrudescence of sabotage on railways, it was held that arrangements in connection with railways in Indian States should form the subject of separate discussion. These railways fall into the following three main categories:-

(1) Those which are owned by the States concerned and over which those States exercise police and judicial jurisdiction;

(2) Those which are policed by the Railway Police of a neighbouring British Indian Province; and

(3) Those over which all police and judicial jurisdiction is in the hands of the Residents.

3. The Government of India consider that the first category presents little difficulty. It consists mainly of the Jodhpur, Bikaner and Baroda State Railways and the State Railways of Hyderabad and Mysore, over which jurisdiction is now in process of retrocession from Residents to State authorities.

4. The second category is mainly the concern of the Governments of the Punjab, United Provinces, the Central Provinces and Berar, Bombay and Orissa.

5. The third category comprises a very large portion of the B.B. and C.I. Railway system (both broad gauge and metre gauge) which is policed by the Rajputana and Central India Railway Police administered by the Police Assistant to the Resident for Rajputana, the Kathiawar Railway system and considerable railway stretches in Gujarat administered by the Deputy Inspector General of Police, Western India and Gujarat States, and certain lines in Hyderabad and Mysore. These latter need not occasion any particular anxiety, since the States concerned can be relied on to render the necessary co-operation. But the situation in large parts of Rajputana, Central India and Western India is difficult and complicated, as these lines pass through a large number of States many of which, particularly in Kathiawar, are very small and incapable of giving effective aid and co-operation.

6. To discuss the problems peculiar to States, a conference was held in the Political Department, New Delhi, on the 5th February 1943 between representatives of the Home, War (General Staff Branch) and Railway Departments of the Government of India on the one hand and on the other the Police Assistant to the Resident for Rajputana and the Deputy Inspector General of Police, Western India and Gujarat States, who are responsible for police protective measures in the two areas with which the Crown Representative is most directly concerned. Relevant extracts from the summary of discussions and conclusions reached at this conference are enclosed for the information of the Mysore Government.

Yours sincerely,

Pradhana Siromani N. Madhava Rau Esq. CIE.,BA.,BL.,
Dewan of Mysore, Bangalore.

CONFIDENTIAL.

EXTRACTS OF

SUMMARY OF DISCUSSION AND CONCLUSIONS REACHED AT A MEETING HELD IN THE POLITICAL DEPARTMENT ON 5TH FEBRUARY 1943 to CONSIDER RAILWAY SECURITY MEASURES ON RAILWAYS IN INDIAN STATES

PRESENT

Sir Kenneth Fitze, Mr. V. Narahari Rao and Lieutenant Colonel Burnett	.Political Department.
Major General Molesworth and Brigadier Gordon	...General Staff.
Colonel Wagstaff	... Railway Board.
Mr. V. Sahay	... Home Department.
Mr. Kidd	... Director, Intelligence Bureau.

Mr. R. Powell, I.P., Inspector General of Police, Ajmer, and Police Assis tant to the Resident for Rajputana.

Mr. Wilson, Deputy Inspector General, Western India States Agency.

Mr. Moore, Chief Engineer, Bombay, Baroda and Central India Railway, Ajmer.

Sir Kenneth Fitze explained that the meeting had been arranged because the question of railway security measures on railways in Indian States had not been specifically dealt with at the Conferences held by the Government of India to discuss protective measures on railways generally and it had been found that special difficulties and problems existed in relation to railways in Indian States and particularly the smaller states.

(1) Classification of Railways. In States and Administered Areas, as in British India, the non-inclusion of a railway or a stretch of railway in the 'red' and 'Blue' classification recently made by General Headquarters does not imply that it is not to be protected. Such troops as can be made available for railway protection duties will mainly be employed on the vital 'red' lines and the protection of the important 'blue' and less important 'white' lines must largely be left to Provinces and States, which are also expected to assist in protecting the 'red' lines. The object of States and Provinces alike must be to protect all railway lines to the fullest extent possible and all forces - military and police - which are available, or can be raised, as well as civilian resources, must be utilised for the purpose.

(2) Railway Protection Schemes and Measures in States. The Crown Representative and the Government of India should not accept the argument, which is being advanced by certain States, that because a State has ceded jurisdiction over railway lands in its territories, or because the railway is not the property of the State, it is absolved from responsibility for the protection of the railway. Apart from the aspect of defence of India as a whole, railways are vital for the life of the community and in an emergency such as recently arose, and may at any time recur, when the machinery of the Railway Police and Railway Watch and Ward is insufficient to cope with the situation, the co-operation of the State administration and State subjects is essential. States should therefore as a matter of practical

necessity in their own as well as in the general interest, accept and discharge their share of responsibility. It is clearly essential for the adequate protection of railways ~~but~~ that the systems of village territorial responsibility and village patrols should be introduced and enforced on allrailways throughout the country. All States through which a railway passes should, therefore, bring their Railway Protection schemes up to date by including in them provision for the enforcement of village responsibility and for village patrols, to which should be added, by arrangement with the railways, one or two gangmen for each patrol. For practical reasons these State schemes should necessarily be prepared in close collaboration with the local railway authorities, the Railway Police Officer concerned being also kept fully informed of them. The schemes should be applied at the request of the Resident (either on instructions from the Crown Representative or at the instance of the Army/Command or on his own initiative) or by the State itself in the event of a local emergency which in the opinion of the State might lead to attempts to interfere with the railway; and if protective measures, including village patrols, are applied at the Resident's request, they should not be withdrawn except at his instance. Village patrols should be kept on for as short a period as possible having regard to the local situation, since long spells of duty seriously interfering with village life, would be resented by the villagers and would be very expensive; but all villagers should be made to understand that their "village responsibility", particularly in regard to keeping a look out for suspicious strangers, remains in force at all times.

If the experience of recent months has demonstrated the need in any State for additional States Police for railway protection, they should be employed, and states should be reminded that powers have been given to their Troops and Police under the Railway Land (Employment of Indian States Forces) law to operate on railway lands over which jurisdiction has been ceded to Government.

The responsibility of States for cooperating to the maximum extent with the Railway Administration and the Railway Police in order to secure the maximum security for Railway communications requires no further emphasis. This includes financial responsibility also in the first instance for the cost of village patrols and such additional police as a state might find it expedient or necessary to have in lieu of or in addition to village patrols, and it is important that financial considerations should not interfere with, or delay, the taking of adequate protective measures. Such measures as are held, after consultation with the Resident and the Railway Administration concerned, to be necessary in a State ought therefore to be put into operation without delay, but States may be assured that the Crown Representative and the Government of India will be ready to deal sympathetically with requests of individual States for financial assistance towards the extra cost of such measures if, having regard to the resources of the State, it appears that the whole or a part of the extra expense would impose too great a strain on the State.

W 281-42-20.

GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE

Secret

General and Revenue Secretariat,

No. 3691/W

Bangalore, Dated, ~~18th March 19~~ 19

From

The Chief Secretary to the Government of His Highness the Maharaja of Mysore.

To

The Inspector General of Police in Mysore,
Bangalore.

Sir,

Railway Security.

***

In continuation of this office letter No.3642/W. dated the 13th March 1943, on the above subject, I am directed to forward herewith for your information copy of D.O. letter No.F.161/1942 dated the 12th March 1943 with its enclosure since received from the Residency.

I have the honour to be
Sir,
Your most obedient servant,

sd/- S. Appaji Gowda

Chief Secretary to Government.

SECRET. D.O.

Copy of/letter No. F.161/1942, dated the 12th March 1943 from the Residency, Bangalore, to the Dewan of Mysore.

***

Will you please refer to my secret demi-official letter No.F.161/1942, dated the 3rd March 1943.

2. At a recent conference held by the Government of India with representatives of Provincial Governments regarding arrangements for precautionary measures against a recrudescence of sabotage on railways, it was held that arrangements in connection with railways in Indian States should form the subject of separate discussion. These railways fall into the following three main categories:-

(1) Those which are owned by the States concerned and over which those States exercise police and judicial jurisdiction;

(2) Those which are policed by the Railway Police of a neighbouring British Indian Province; and

(3) Those over which all police and judicial jurisdiction is in the hands of the Resident.

3. The Government of India consider that the present system presents little difficulty. It [illegible] Commissioner and Provincial [illegible] by a [illegible]

of retrocession from Residents to State authorities.

4. The second category is mainly the concern of the Governments of the Punjab, United Provinces, the Central Provinces and Berar, Bombay and Orissa.

5. The third category comprises a very large portion of the B.B. and C.I.Railway system (both broad gauge and metre gauge) which is policed by the Rajputana and Central India Railway Police administered by the Police Assistant to the Resident for Rajputana, the Kathiawar Railway system and considerable railway stretches in Gujarat administered by the Deputy Inspector General of Police, Western India and Gujarat States, and certain lines in Hyderabad and Mysore. These latter need not occasion any particular anxiety, since the States concerned can be relied on to render the necessary co-operation. But the situation in large parts of Rajputana, Central India and Western India is difficult and complicated, as these lines pass through a large number of States many of which, particularly in Kathiawar, are very small and incapable of giving effective aid and co-operation.

6. To discuss the problems peculiar to States, a conference was held in the Political Department, New Delhi, on the 5th February 1943 between representatives of the Home, War (General Staff Branch) and Railway Departments of the Government of India on the one hand and on the other the Police Assistant to the Resident for Rajputana and the Deputy Inspector General of Police, Western India and Gujarat States, who are responsible for Police protective measures in the two areas with which the Crown Representative is most directly concerned. Relevant extracts from the summary of discussions and conclusions reached at this conference are enclosed for the information of the Mysore Government.

CONFIDENTIAL.

EXTRACTS OF

SUMMARY OF DISCUSSION AND CONCLUSIONS REACHED AT A MEETING HELD IN THE POLITICAL DEPARTMENT ON 5TH FEBRUARY 1943 TO CONSIDER RAILWAY SECURITY MEASURES ON RAILWAYS IN INDIAN STATES.

PRESENT

Sir Kenneth Fitze, Mr.V.Narahari Rao and Lieutenant Colonel Burnett.	..	Political Department.
Major General Molesworth and Brigadier Gordon.	..	General Staff.
Colonel Wagstaff	..	Railway Board.
Mr. V. Sahay	..	Home Department.
Mr. Kidd.	..	Director of Intelligence Bureau.

Mr.R. Powell, I.P., Inspector General of Police, Ajmer, and Police Assistant to the Resident for Rajputana.

Mr. Wilson, Deputy Inspector General, Western India States Agency.

Mr. Bort[illegible]v. [illegible]roda and Central India

Sir Kenneth Fitze explained that the meeting had been arranged because the question of railway security measures on railways in Indian States had not been specifically dealt with at the Conferences held by the Government of India to discuss protective measures on railways generally and it had been found that special difficulties and problems existed in relation to railways in Indian States and particularly the smaller states.

(1) Classification of Railways. In States and Administered Areas, as in British India, the non-inclusion of a railway or a stretch of railway in the 'red' and 'Blue' classification recently made by General Headquarters does not imply that it is not to be protected. Such troops as can be made available for railway protection duties will mainly be employed on the vital 'red' lines and the protection of the important 'blue' and less important 'white' lines must largely be left to Provinces and States, which are also expected to assist in protecting the 'red' lines. The objects of States and Provinces alike must be to protect all railway lines to the fullest extent possible and all forces - military and police - which are available, or can be raised, as well as civilian resources, must be utilised for the purpose.

(2) Railway Protection Schemes and Measures in States.

The Crown Representative and the Government of India should not accept the argument, which is being advanced by certain States, that because a State has ceded jurisdiction over railway lands in its territories, or because the railway is not the property of the State, it is absolved from responsibility for the protection of the railway. Apart from the aspect of defence of India as a whole, railways are vital for the life of the community and in an emergency such as recently arose, and may at any time recur, when the machinery of the Railway Police and Railway Watch and Ward is insufficient to cope with the situation, ~~xhxxx~~ the co-operation of the State administration and State subjects is essential. States should therefore as a matter of practical necessity in their own as well as in the general interest, accept and discharge their share of responsibility. It is clearly essential for the adquate protection of railways that the systems of vill ge territorial responsibility and village patrols should be introduced and enforced on all railways throughout the country. All States through which a railway passes should, therefore, bring their Railway Protection schemes up to date by including in them provision for the enforcement of village responsibility and for village patrols, to which should be added, by arrangement with the railways, one or two gangmen for each patrol. For ~~para~~ practical peasons these State schemes should necessarily be prepared in close collaboration with the local railway authorities, the Railway Police Officer concerned being also kept fully informed of them. The schemes should be applied ~~in~~ at the request of the Resident (either on instructions from the Crown Representative or at the instance of the Army/Command or on his own initiative) or by the State itself in the event of a local emergency which in the opinion of the State might lead to attempts to interfere with the railway; and if protective measures, including village patrols, are applied to the Resident's request, they should not be withdrawn except at his instance. Village patrols should be kept on for as short a period as possible having regard to the local situation, since long spells of duty seriously interfering with village life, would be resented by the villagers and would be very expensive; but all villagers should be made to understand that their "village responsibility," particularly in regard to keeping a look out for suspicious strangers, remains in force at all times.

P.T.O.

If the experience of recent months has demonstrated the need in any State for additional States Police for railway protection, they should be employed, and states should be reminded that powers have been given to their Troops and Police under the Railway Land (Employment of Indian States Forces) law to operate on railway lands over which jurisdiction has been ceded to Government.

The responsibility of States for co-operating to the maximum extent with the Railway administration and the Railway Police in order to secure the maximum security for Railway communications requires no further emphasis. This includes financial responsibility also in the first instance for the cost of village patrols and such additional police as a state might find it expedient or necessary to have in lieu of or in addition to village patrol, and it is important that financial considerations should not interfere with, or delay, the taking of adequate protective measures. Such measures as are held, after consultation with the Resident and the Railway administration concerned, to be necessary in a State ought therefore to be put into operation without delay, but States may be assured that the Crown Representative and the Government of India will be ready to deal sympathetically with requests of individual States for financial assistance towards the extra cost of such measures if, having regard to the resources of the State, it appears that the whole or a part of the extra expense would impose too great a strain on the State.

"Copy"

Memo No. 3692/W.

Dated, Bangalore, 18th March 1943.

Copy of the above is forwarded, with compliments, to the General Manager, Mysore State Railway.

By Order,

For Chief Secretary to Government.

W 281-42-21.

D/O No F. 161/1942.

SECRET.

03054 W

THE RESIDENCY

BANGALORE.

(Camp) Ootacamund,

21st April 1943.

Railway Security.

My dear Mr Mathura Rao

Will you please refer to your Chief Secretary's demi-official secret letter to my Secretary No.Col. 1515/4, dated 20th January 1943 enclosing a scheme for village security for the 56 miles of M & S.M.Railway line in Mysore State and also to his letter No.Pol.1161/ War, dated 5th March regarding similar village security for the Bangalore-Hindupur line.

In the former letter it is stated that the scheme for the broad gauge line will be brought into effect as soon as the M & S.M.Railway agree to pay for this protection which was calculated to cost Rs.810/- per month, and in the latter, containing a scheme estimated to cost Rs.1000/- per month, it was stated that this was a fair charge on the Defence Department. Both the M & S.M.Railway and the Southern Army object to the proposal that they should pay for village responsibility and security on the railway.

2. In this connection I would draw your attention to paragraph 2 of the summary of the discussions and conclusions which took place at a meeting held in Delhi in the Political Department on February 5th which was enclosed with my secret demi-official letter No.F.161/1942 dated 12th March. This paragraph very clearly states the case as seen by the Political and Defence Departments-that States are not absolved from the responsibility for the protection of the Railways lying in their territories and that they should accept and discharge their share of responsibility. This responsibility refers to systems of village territorial responsibility and village patrols.

3.

3. It is only in certain cases where it is considered that the extra expense would impose too heavy a burden on smaller States, that the Crown Representative would be ready to consider sympathetically financial assistance. Mysore and Hyderabad are the two States which have been singled out as those which can be relied on to render the necessary cooperation and which cause "no particular anxiety". The question of meeting the expenses of the two systems worked out by your Inspector General of Police a total of approximately Rs.1800/- per month is one that can never be seriously held as beyond the capacity of the Mysore State to shoulder.

4. In view of the above I trust that the Mysore Government will reconsider the matter and waive the question of payment for these village responsibility schemes by either the M & S.M.or the Defence Department. At the same time it is very necessary that both schemes should be put into operation as early as possible, so that the patels and patrol men may get to know their duties.

Yours sincerely

Pradhana Shiromani
Mr.N.Madhava Rau, C.I.E.,
Dewan of Mysore,
(Camp) Ootacamund.

SECRET.

C461

22nd April 1943.

My dear Col. Fraser,

I have received your D.O. letter No.F.161/1942 of the 21st instant suggesting a reconsideration of the question of payment to the Mysore Government of the expenses on account of the schemes for village security for the broad gauge line of the M & S.M. Railway in the State and for the Bangalore - Hindupur line. I am having the question further examined and shall send you a reply shortly.

Yours sincerely,

Sd. N. Madhava Rau

The Hon'ble
Lieut. Col. D. de M.S. Fraser, C.I.E.,
Resident in Mysore,
CAMP FRANHILL.

W 281-42-22.

1b 11

SECRET.

Bangalore,
6th May 1943.

My dear Colonel Fraser,

In continuation of my D.O. letter No. C.461 dated 22nd April 1943 about the question of payment to the Mysore Government of the cost of the schemes for Village Security for the sections of the Broad-Gauge Line and Metre Gauge Line (Bangalore-Hindupur Line) of the Madras and Southern Mahratta Railway, I write to say that I have had the question further examined in the light of your letter. Neither Mysore nor, for the matter of that, any other State was represented at the meeting held at Delhi on the 5th February last at which important decisions were taken on the subject. We had therefore no opportunity to present our point of view at the meeting.

We shall always be glad, of course, to co-operate in any scheme that may be necessary for the protection of the railway lines in the State and to render all possible assistance in this respect. At the same time, it seems only fair that where the arrangements to be made are of a special and somewhat expensive character in respect of railway lines over which we have no jurisdiction, we could not be expected to meet the cost exclusively and as a matter of course. This is a question of principle rather than of capacity or willingness to pay and we should like to raise it at a suitable opportunity later on.

In view of the urgency of the matter, however, I am asking the Inspector-General of Police to complete all the arrangements necessary for putting the schemes into execution in the event of an emergency. He is also being instructed to take steps to familiarise the patels and the village patrol men with the nature of their duties. As they have to act in conjunction with the Railway Police, the Military and the Railway authorities, a comprehensive scheme defining the duties of these latter would seem to be necessary and I trust that such a scheme will be worked out and communicated to us.

Yours sincerely,

Sd. N. Madhava Rau

The Hon'ble
Lieut.-Colonel D. de M. S. Fraser, C.I.E.,
Resident in Mysore,
BANGALORE.

1640
One.

6th May 1943.

Dear Mr. Seshadri,

I am sending herewith copy of a letter to the Resident in regard to Police protection of certain railway lines and shall be glad if you will kindly let me know within a week what action has been taken in the matter.

Yours sincerely,

Sd. N. Madhava Rau

M. Seshadri, Esq., M.A.,
Inspector-General of Police in Mysore,
BANGALORE.

The reply to this communication should be addressed to the Secretary to the Resident in Mysore, Bangalore, by designation and not by name.

6214 fh ~ W281-42-23. 3154 W Secret.

No. F.161/1942.

Mr. S.D.R.

3

FROM

THE SECRETARY
TO THE HON'BLE THE RESIDENT IN MYSORE.

To

The Chief Secretary to the Government of Mysore,
Bangalore.

Dated Bangalore, the 1st May *1942.*

Subject:- Railway Security.

SIR,

I am directed to enclose an extract from a G.H.Q General Staff Branch directive dated the 5th April 1943, and to request that the terms given therein may be employed by the Government of His Highness the Maharaja of Mysore in future when describing railways.

I have the honour to be,
Sir,
Your obedient servant,

Secretary to the Resident in Mysore.

Proof ~

CHIEF SECRETARY
5 MAY 1943
GOVT. OF MYSORE

3157

SECRET.

No.10841/28/G.S M.O.2.
GENERAL HEADQUARTERS INDIA
General Staff Branch
New Delhi 5th April 1943.

To... HEADQUARTERS
NORTH WESTERN ARMY
EASTERN ARMY
SOUTHERN ARMY
CENTRAL COMMAND.

Security.

RAILWAY SECURITY

1. It is noticed that for "Railway Security" purposes railways are being described by different authorities by one of the three following terms:-

(a) Category "A" and Category "B" railways.

(b) "Red" "Blue" and "White" railways.

(c) "Railways protected by War Department agencies" and "Railways protected by Provincial agencies"

2. It appears that (a) has originated from the short titles to the appendices published with G.H.Q. letters Nos.10841/8/M.O.2 dated 19th November 1942 and 10841/16/M.O.2 dated 27th December 1942.

(b) On the other hand appears to have originated from the colourings employed in the map, copies of which were not issued to Armies/Command attached to the draft G.S. letter which was put before representatives of Provinces and Departments of the G. of I at a meeting at Delhi in November 1942.

3. It is felt that neither (a) nor (b) is sufficiently self indicative to denote the relative importance attached by G.H.Q. to the particular sections of railway to which they refer and for this reason it was decided to indicate the two most important categories by the agency primarily responsible for their protection. In this connection reference is invited to paragraph 7 (a) of G.H.Q. letter No.10841/16/M.O.2 dated 27th December 1942.

4. In all areas there is the responsibility of villages to provide patrols whenever necessary either alone or in addition to other protective agencies, and in some, e.g. in Eastern Army area, an admixture of protective agencies is being arranged on all lines, but in order that there may be a standard description the following terms will be employed until further notice.

(a) Railways primarily the responsibility of War Department agencies ... "W D Railways"
(b) Railways primarily the responsibility of Provincial agencies ... "Provincial Railways"
(c) Remaining railways ... "other railways"

5. Provincial Governments, railway administrations and Indian States are being asked, through the Departments of the Government of India concerned and the Political Department to employ these terms.

Sd R. Gordon Brig.
for Chief of the General Staff.

-copy-

GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE

General and Revenue Secretariat,

No. 5257-58/W

Bangalore, Dated, ~~12th May 1943.~~

From W 281-42-24.

The Chief Secretary to the Government of His Highness the Maharaja of Mysore.

To

The I.G.P &
G.M., Mysore State Railway.

Sir,

I am directed to forward herewith for your information copy of an extract from a G.H.Q. General Staff Branch directive dated the 5th April 1943, since received from the Residency.

I have the honour to be
Sir,
Your most obedient servant,

12/5

For Chief Secretary to Government.

Extract from a G.H.Q.General Staff Branch directive dated the 5th April 1943.

***

SECRET. RAILWAY SECURITY.

1. It is noticed that for "Railway Security" purposes railways are being described by different authorities by one of the three following terms:-

(a) Category "A" and Category "B" railways.

(b) "Red" "Blue" and "White" railways.

(c) "Railways protected by War Department agencies" and "Railways protected by Provincial agencies"

2. It appears that (a) has originated from the short titles to the appendices published with G.H.Q. letters Nos.10841/8/M.O.2 dated 19th November 1942 and 10841/16/M.O.2 dated 27th December 1942.

(b) On the other hand appears to have originated from the colourings employed in the map, copies of which were not issued to Armies/Command attached to the draft G.S.letter which was put before representatives of Provinces and Departments of the G. of I at a meeting at Delhi in November 1942.

3. It is felt that neither (a) nor (b) is sufficiently self indicative to denote the relative importance attached by G.H.Q. to the particular sections of railway to which they refer and for this reason it was decided to indicate the two most important categories by the agency primarily responsible for their protection. In this connection reference is invited to paragraph (7) (a) of G.H.Q.letter No.10841/16/M.O.2 dated 27th December 1942.

4. In all areas there is the responsibility of villages to

P.T.O

provide patrols whenever necessary either alone or in addition to other protective agencies, and in some, e.g. in Eastern Army area, an admixture of protective agencies is being arranged on all lines, but in order that there may be a standard description the following terms will be employed until further notice.

(a) Railways primarily the responsibility of War Department agencies ... "W D Railways"
(b) Railways primarily the responsibility of Provincial agencies ... "Provincial Railways"
(c) Remaining railways... "other Railways"

5. Provincial Governments, railway administrations and Indian States are being asked, through the Departments of the Government of India concerned and the Political Department to employ these terms.

"Copy"

C. F. No. 46]

W 281-42-25.

3195 W

GOVERNMENT OF MYSORE

Telegram / phone

OFFICE OF
the Inspector-General of Police
in Mysore,
Bangalore.

No. CB.28/42-43.
Encls.

Date May 10, 1943.

To
The Chief Secretary
to the Government of Mysore,
Bangalore.

Sir,

Railway Protection - Yesavanthapur-Harihar Line.

With reference to your Secret letter No.3570/W dated the 2nd March 1943, I have the honour to state that village patrols are also necessary in addition to the Police patrols during an emergency. The Police patrols already provided during the recent disturbances have been withdrawn. I request that the proposals made in my letter No.C.C.83/42-43 dated the 15th July 1943 may kindly be sanctioned in to-to be put into operation only when any such emergency arises.

I have the honour to be,
Sir,
Your most obedient servant,

M Peiradey

INSPECTOR GENERAL OF POLICE.

D.O No. 4263/W

GENERAL AND REVENUE SECRETARIAT

Dated Bangalore, ...12th May 1943.

Dear Sir,

Railway protection - Yeswanthapur-Harihar Line.

***

With reference to your office letter No.C.B.28/42-43 dated 10th May 1943, on the above subject, I am desired to request you kindly to forward a copy of your office letter No.C.C.83/42-43 dated 15th July 1942 referred to therein.

Yours Sincerely,

12/5

U.K.Somappa, Esq., B.A.,
Head Quarters Assistant to the
Inspector General of Police in Mysore,
Bangalore.

5/5

D.O. No. C.B. 28/42-43.E.1.

MR. U. K. SOMAPPA

[redacted]

Headquarters Assistant to the
Inspector-General of Police in Mysore

3213
W

BANGALORE
May 13, 1943

Railway Protection - Yesavanthapur-Harihar Line.

Dear Sir,

With reference to your D.O.No.4263/W dated the 12th instant, I herein enclose a copy of this office letter No.C.C.83/42-43 dated the 15th January 1943 referred to, and to state that the date 15th July 1942 mentioned in our letter of 10th May 1943 appears to be incorrect.

Yours sincerely,

K K Somappa

M.K.Varadarajan, Esq., M.A.,B.L.,
Assistant Secretary,
General & Revenue Secretariat,
Bangalore.

Letter No.CC.83/42-43 dated 15-1-1943 from the Inspector-General of Police in Mysore, to the Chief Secretary to Government.

Subject: Railway Security.

.....

With reference to your memo No.2158/W dated 14th November 1942 forwarding a copy of the letter addressed to the Residency on the above subject and asking for the proposals, I have the honour to state as follows:-

When this subject was discussed with the General Manager, Mysore State Railways, and the Chief Commandant, Mysore State Troops in the Chambers of the Law Minister on 11-11-42, it was considered that the most satisfactory arrangement would be to place the responsibility for the safety of the railway line on the villages through which the railway line runs. It was also agreed that a small remuneration may be paid to the patels of the villages and to the inhabitants of the villages deputed for patrolling the railway line. The General Manager agreed that he would be prepared to go up to Rs.4,000/- per month on this account for the entire Mysore State Railway system at the rate of Rs.5/- per mile. Thereupon I asked the Deputy Commissioners of districts to examine the question and send up detailed proposals for the section of the railway line lying within their districts. On examining these proposals I find that it is not possible to make satisfactory arrangements keeping the cost within the limit decided upon, viz. Rs,5/- per mile. The cost works out roughly to about Rs.15 to Rs.18/- per mile per month. The arrangements for the entire railway system in the State would therefore be very expensive. It is therefore proposed to concentrate for the present on the two meter gauge railway lines viz. between Yesavanthapur and Harihar, and Bangalore and Hindupur. The General Manager agrees with this view.

Of these two lines, we have police jurisdiction only in respect of the Yesavanthapur-Harihar line. I am therefore submitting for the present proposals in respect of this line only.

The total length of the railway line from Yesavanthapur to Harihar is 207 miles. Of these 35 miles and 2 furlongs lie in the taluks of Bangalore North and Nelamangala in the Bangalore District, 59 miles and two furlongs in the taluks of Tumkur, Gubbi, Tiptur and Thuruvekere taluks of the Tumkur District, about 18 miles in

in the Arsikere taluk of the Hassan District, 32 miles in the Kadur and Tarikere taluks of the Kadur District, and 61 miles in the taluks of Hosadurga, Holalkere, Davangere and Harihar of the Chitaldrug District.

The main feature of the scheme is the institution and maintenance of a system of village responsibility. The patel or the headman of the village will be held responsible for the safety of the line. Every village through which the railway line passes, must be visited by the Amildar and the Police Inspector. The Patel or headman of each village must be interviewed and he must be made to understand that his village must be responsible for the safety of the railway track within the village limits and that his business is to assist the police in the maintenance of law and order. It is advisable to obtain from the patel a written agreement to this effect. It is true that such a document has no legal value whatsoever. But I believe that will have considerable psychological effect.

Each patel will be required to depute one or more inhabitants of the village for patrolling the line in the limits of the village. As the length of railway line in most of the villages is half a mile or even less in some cases, it is proposed to form these villages into groups, each group being held responsible for the section of the line covered by the group. Each of the villages included in the group will have to depute one or more men per day for patrolling the railway line. It would not be prudent to rely on the village servants such as Thotis and Thalaris for this purpose. The patel will have naturally to depute persons by turns for this work from day to day. I am enclosing herewith statements showing the details of the groups to be formed, the number of men to be deputed from each group and the length of the line for which each group will be responsible.

Primarily it will be the duty of the patels of respective villages to see that the railway patrols are carried out efficiently. The duties of the men told off for patrol will be:

1. to patrol the railway line particularly during nights and to detain immediately any person found under suspicious circumstances on the railway line and hand him over to the patel.
2. to report immediately to the patel any sign of damage to sabotage on the railway.

Identity cards will be issued for four persons in each village and they will be signed by the District Superintendent of Police and

and serially numbered. These cards will be in the custody of the patels who will hand them over each night to the persons deputed. The men who are on patrol on the railway line will be required to carry these identity cards with them. Whenever the Military or Police patrols are employed on the line they have to be intimated of the presence of these village patrol men and the village patrol men will have to establish their identity by showing their identificatior cards.

The satisfactory working of the scheme will be the responsibility of the local police. The Taluk Police Inspector will be required to supervise these arrangements. A Police Daffedar will be posted for each taluk exclusively to check and supervise the work of the village patrols. No additional police staff will be required on this account. The extra Police Daffedar will be found from the additions already proposed for Internal Security.

It will be necessary to pay some remuneration both to the patels who supervise this work and to the persons who are actually deputed for patrol on the railway line. Unless cash remuneration is paid, I think it will be difficult to work the scheme effectively. The Deputy Commissioners of Bangalore, Tumkur and Chitaldrug Districts have proposed that each person may be paid annas four per day for the days he is called out for this purpose. The Deputy Commissioner, Hassan, suggests that a small lump sum to be paid for each village while the Deputy Commissioner, Kadur, thinks that the remuneration that we pay will be too small to be appreciated. It seems to me however, that the villagers will not undertake this work with any seriousness unless some small remuneration is paid to them. I therefore propose a payment of annas four be paid per day per man. The patels may be paid a remuneration of Rs.5/- per month including the incidental charges such as provision of oil etc. If the night patrol is to be effective, the patrolmen will have to be provided with lights. It is not practicable in the present circumstances for us to undertake to provide kerosine oil lights. The patels will have to make their own arrangements and that if kerosine oil is not available, they will have to make use of other oils that will be available in the village, viz. Gingilee, Groundnut and Honge, and each patrol man will have to carry at least a torch burning this kind of oil. The Patels must be distinctly made to

to understand that this is not a remuneration which they can expect permanently and that this money is intended to cover the incidental charges that have to be incurred by them for this purpose and it will be discontinued when circumstances change. On this basis the total cost for each district will be as follows-

Bangalore	Rs.	577-8-0
Tumkur		1087-8-0
Hassan		325-0-0
Kadur		672-8-0
Chitaldrug		937-8-0
		3600-0-0

It will be observed that the total cost amounts to Rs.3600/- per month of 30 days.

In view of this heavy cost, I discussed these proposals again with the General Manager, Mysore State Railway, when I was at Mysore the other day. We agreed that in view of this heavy cost, we may for the present, try the scheme only in respect of the line lying within the Chitaldrug District. It has been our recent experience that the trouble is mostly on this section of the line. Moreover, it is very difficult to say how the scheme will work out in practice. I therefore think that the scheme may for the present be tried in Chitaldrug District in respect of the section of the railway line lying within that district.

---

copy

K. L. Somayya.

For Inspector-General of Police.

SECRET.

W 281-42-26.

Bangalore,
17th May 1943.

My dear Colonel Fraser,

In continuation of my D.O. letter No. 1611 dated the 6th May 1943, I send herewith for your information a copy of a letter received from the Inspector-General of Police regarding the arrangements made for the protection of the broad gauge section of the Madras & Southern Mahratta Railway in the State and the Bangalore-Hindupur line.

Yours sincerely,

(sd.) N. Madhava Rau.

The Hon'ble
Lieut.-Colonel D. de M.S. Fraser, C.I.E.,
Resident in Mysore,
BANGALORE.

W 1353 dt 18.5.43

Copy of the above and the letter from the Inspector-General of Police and its enclosures are forwarded to the Chief Secretary. They may be placed in the connected file.

17th May 1943.

DEWAN.

CONFIDENTIAL W 281-42-26

D. O. No. CB 28/42-43/Bg

M. SESHADRI, Esq., M.A.,
[redacted]
Inspector-General of Police
in Mysore.

BANGALORE, May 15, 1943.

0274 W

DE... 18 MAY 1943 W 1353

My dear Sir,

With reference to your D.O. letter No. 1610 dated the 6th instant in respect of the schemes for Village-security for the sections of the Broad-gauge Line and the Metre-gauge Line of the M. & S.M. Railway, I write to say that arrangements have been completed for putting the schemes into operation in the event of an emergency.

On the 6th of this month I met the Dist. Supts. of Police concerned and fixed up the details. Lists of persons selected from each village for patrolling the lines have been prepared. A skeleton staff consisting of Daffedars and Police Constables has been ear-marked in each taluk for checking these village patrols.

To famaliarise the patels and the village patrol men with the nature of their duties, I propose to hold practices at definite intervals both during the day and night. The first practice on the Bangalore-Bisanatham Section will be held on Thursday the 20th instant between 8 and 11 a.m. and the practice for the Bangalore-Hindupur Line will be held on Saturday the 22nd instant during the same hours.

I have apprised the Commissioner of Police, C. & M. Station, Bangalore, of these arrangements.

I remain,

Yours sincerely,

M L Seshadri

Pradhana Siromani
N. MADHAVA RAU, Esq., B.A., B.L., C.I.E.,
Dewan of Mysore, Bangalore.

No.C.B.28/42-43.

Office of the
Inspector-General of Police in Mysore
Bangalore, dated May 14, 1943.

M E M O.

Railway Security - protection of communications during internal unrest - villagers' responsibility.

.....

BANGALORE-BISANATHAM SECTION.

The length of the Madras & Southern Mahratta Railway Broad Gauge Line from Bangalore City to Bisanatham within the State is about 56 miles. Leaving out of account the portion of the line in Bangalore City and Civil and Military Station limits, the length of the railway line for which protection arrangements have to be devised will be 51 miles.

The line traverses a distance of

6 miles and one furlong in Bangalore South }
9 " four furlongs in Hosakote Taluk } Bangalore Dist.

17 " 2 furlongs in Malur Taluk of Kolar District,
20 miles in Bowringpet Taluk (Kolar Gold Field).

The main feature of this scheme is to make the inhabitants of the villages responsible for the safety of all railway telegraph and telephone lines lying within the boundary of each such village. The patel or the headman of the village will be held responsible for the safety of the railway line and he will be required to depute one or more inhabitants of the village for patrolling the railway line in the limits of the village. With this end in view, the villages through which the line runs will be divided into groups, each group being held responsible for the section of the railway line in the area covered by the group. Each of the villages included in the group will depute one or more men per day for patrolling the railway line. The patel will have naturally to depute persons by turns to take this work from day to day.

Primarily it will be the duty of the patels of the respective villages to see that the railway patrols are carried out efficiently. The duties of the men told off for patrol will be:

1. To detain immediately any person found under suspicious circumstances on the railway line and hand him over to the patel promptly;

2. To report immediately to the patel any sign of damage to or sabotage on the railway;

3. The patel in turn must report to the Police Officers on duty at the time who in turn will convey the message to the nearest Railway Station for communication to the Superintendents of Police concerned.

Identity discs will be issued for about four persons in each village by the District Superintendent of Police and serially numbered. These discs will be in the custody of the patel who will hand them over each night to the persons deputed. The men on patrol on the railway line will be required to carry these identity discs with them. Whenever Military or Police patrols are employed on the line, they will have to be intimated of the presence of these village patrols and the village patrol men will have to establish their identity by showing their identification discs.

The satisfactory working of the scheme will be the responsibility of the local police. The Taluk Police Inspectors

Inspectors will be required to supervise these arrangements. the Police staff as detailed in the enclosed statement will be posted from each taluk exclusively to check and supervise the work of the village patrols.

Every village through whose area the railway runs, must be visited by Police.

The headman of each village must be interviewed and be made to understand that his village is responsible for the safety of the railway track and any other railway or Government property, within the village area (to be defined by the numbers on the telegraph poles) and that his business is to assist the Police in the maintenance of law and order.

The village headman is to report to the local police station the presence of any suspicious strangers in the village. The villagers are to catch these men if they can and bring them in. If the men escape, the villagers are to report where they came from and in what direction they made off. (Information about these men is most important, as it may enable them to be traced.).

As soon as an emergency is anticipated, a telegram will be sent from this office as follows:-

Warning - Prepare Mysore R.T. - which means that they must mobilise the village officers and police and assemble them at the places noted in Statement-B. On receipt of a telegram "protect Mysore Railways", the scheme should be put into operation and the village patrol men must be deputed for patrol on their respective sections.

The Superintendents of Police will immediately prepare a list of villagers who will have to be called for patrol duty and have them ready.

The required number of identity discs, lattas and lanterns will be supplied to the Superintendents of Police concerned for being issued to the villagers whenever they are called for duty. Statement-A shows the grouping of the villages and distances to be covered by each group and the number of men required for patrol. Statement-B shows the number of Police Officers and men to be deputed, the stations from which they are to be drawn and the places where they have to be assembled.

Sd. M. SESHADRI.
Inspector-General of Police.

Copies forwarded to the Superintendents of Police, Bangalore District, Kolar District, Kolar Gold Field, and Railways and C.I.D., for information and necessary action.

Copy forwarded with compliments to the Commissioner of Police, Civil & Military Station, Bangalore, for information.

M. Seshadri
Inspector-General of Police.

STATEMENT A.

Bangalore-Madras Railway Line.

Sl. No.	Name of village	Group No.	Approximate distance M	Approximate distance F	No. of men required for patrol.
	BANGALORE DISTRICT.				
1.	Byappanhalli	I	2	7	4
2.	Beniganahalli				
3.	Vijanapur				
4.	Krishnarajapuram				
5.	Devasandra	II	1	6	3
6.	Hoodi				
7.	Sadaramangala	III	1	4	2
8.	Byatarayapur(Jodi)				
9.	Kumbayana Agrahar (Jodi)	IV	1	4	2
10.	Belatur				
11.	Kadagodi	V	1	4	2
12.	Koralur	VI	1	4	2
13.	Nadavathi	VII	2	4	3
14.	Kacharkihalli				
15.	Kame Kalu				
16.	Devanagudi	VIII	2	4	3
17.	Tinalu				
18.	Lingadinalasandra				
			15	5	21
	KOLAR DISTRICT.				
1.	Marasandra	I	1	5¼	3
2.	Madanahatti Venkatapura				
3.	Madanahatti				
4.	Chickapur	II	1	5¾	3
5.	Boppanahalli				
6.	Nasagere				
7.	Kanchikkanhalli	III	2	2¼	3
8.	Dyapasandra				
9.	Neelakantapura	IV	1	3¾	2
10.	Veerapura				
11.	Koduru				
12.	Kateri	V	2	½	3
13.	Sonnahalli				
14.	Kodagenabele				
15.	Chick Kuntur	VI	1	7 2/3	3
16.	Halabhavikotur				
17.	Byatarayanahalli				
18.	Bhyratanahalli	VII	1	4 1/3	2
19.	Panumanayakanahalli				
20.	Kavalgirianahalli	VIII	2	1/3	3
21.	Tyakal				
22.	Kondarajanahalli				
23.	Somasandra	IX	1	7	3
24.	Mitiganahalli				
25.	Jodi Thimmanaikanahalli.				
26.	Thimmanaikanahalli (Maralahalli)	X	1	2/3	2
27.	Kanchaganahalli.				
			17	5	27

KOLAR GOLD FIELD.

1. Tyaranahally up to Takal boundary 2. Varubthigalu	I	1	6	4
3. Ainurhisahally Jodi 4. Hunsanahalli	II	2	2	4
5. Desihalli 6. Maravahalli Jodi 7. Kilakoppa	III	2	2	3
8. Hosakote 9. Sakkanahally	IV	2	2	4
10. Varadapur 11. Putrasunnehalli 12. Paravanahally	V	1	2	3
13. Dodderi Jodi 14. Vattikal	VI	2	2	4
15. Kamasamudram 16. Iyyanagutta 17. Yelachala Mande	VII	1	4	3
18. Pura 19. Aramanahally 20. Thulampally or Ramasamudram	VIII	2	4	3
		16	0	28

STATEMENT B.

Officers and men to be deputed as follows:-

Bangalore South: One Daffedar and four Constables from Bangalore South Station - to assemble at Krishnarajapuram.

Hosakote Taluk: One Daffedar and six Constables from Hosakote Taluk - 3 PCs. from Hosakote Kasaba Station and one Daffedar and 3 PCs. from Nandagudi Range. - with their headquarters at Whitefield.

Malur Taluk: Two Daffedars and nine Constables - One Daffedar and six PCs. from Malur Kasaba and one Daffedar from Tyakal and three PCs. from Masthi Range, with their headquarters at Malur.

Kolar Gold Field: One Daffedar and four PCs. from Bowringpet Kasaba and one Daffedar and two PCs. from Kamasamudram Station. - with their headquarters at the respective places.

For Inspector-General of Police.

No.C.B.28/42-43.

Office of the
Inspector-General of Police in Mysore,
Bangalore, dated May 15, 1943.

M E M O.

Railway Security - protection of communications during internal unrest - villagers' responsibility.

BANGALORE-HINDUPUR SECTION.

The length of the Mysore State Railway metre gauge line from Bangalore City to Hindupur within the State is about 55.19 miles, leaving out of account the portion of the line in Bangalore City, the length of the railway line for which protection arrangements have to be devised will be 51.19 miles.

The line traverses a distance of

18 miles in the Bangalore North)
16 " Doddaballapur Taluk) Bangalore District.

20 miles and 6 furlongs in Goribidanur Taluk of the Kolar Dt.

The main feature of this scheme is to make the inhabitants of the villages responsible for the safety of all railway telegraph and telephone lines lying within the boundary of each such village. The patels or the headman of the village will be held responsible for the safety of the railway line and he will be required to depute one or more inhabitants of the village for patrolling the railway line in the limits of the village. With this end in view, the villages through which the line runs will be divided into groups, each group being held responsible for the section of the railway line in the area covered by the group. Each of the villages included in the group will depute one or more men per day for patrolling the railway line. The patel will have naturally to depute persons by turns to take this work from day to day.

Primarily it will be the duty of the patels of the respective villages to see that the railway patrols are carried out efficiently. The duties of the men told off for patrol will be:

1. To detain immediately any person found under suspicious circumstances on the railway line and hand him over to the patel promptly;

2. To report immediately to the patel any sign of damage to or sabotage on the railway.

3. The patel in turn must report to the Police Officers on duty at the time who in turn will convey the message to the nearest Railway Station for communication to the Superintendents of Police concerned.

Identity discs will be issued for about four persons in each village by the District Superintendent of Police and serially numbered. These discs will be in the custody of the patel who will hand them over each night to the persons deputed. The men on patrol on the railway line will be required to carry these identity discs with them. Whenever Military or Police patrols are employed on the line, they will have to be intimated of the presence of these village patrols and the village patrol men will have to establish their identity by showing their identification discs.

The satisfactory working of the scheme will be the responsibility of the local police. The Taluk Police Inspectors will be required to supervise these arrangements. The Police staff as detailed in the enclosed statement will be posted from each taluk exclusively to check and supervise the work of the village patrols.

Every village through whose area the railway line runs, must be visited by Police.

The headman of each village must be interviewed and be made to understand that his village is responsible for the safety of the railway track and any other railway or Government property, within the village area (to be defined by the numbers on the telegraph poles) and that his business is to assist the Police in the maintenance of law and order.

The village headman is to report to the local police station the presence of any suspicious strangers in the village. The villagers are to catch these men if they can and bring them in. If the men escape, the villagers are to report where they came from and in what direction they made off. (Information about these men is most important, as it may enable them to be traced).

As soon as an emergency is anticipated, a telegram will be sent from this office as follows:-

Warning - Prepare Mysore R.T. - which means that they must mobilise the village officers and police and assemble them at the places noted in Statement-B. On receipt of a telegram "protect Mysore Railways" the scheme should be put into operation and the village patrol men must be deputed for patrol on their respective sections.

The Superintendents of Police will immediately prepare a list of villagers who will have to be called for patrol duty and have them ready.

The required number of identity discs, lattas and lanterns will be supplied to the Superintendents of Police concerned for being issued to the villagers whenever they are called for duty. Statement-A shows the grouping of the villages and distances to be covered by each group and the number of men required for patrol. Statement-B shows the number of Police Officers and men to be deputed, the stations from which they are to be drawn and the places where they have to be assembled.

SD. M.SESHADRI.
Inspector-General of Police.

Copy to the Superintendents of Police, Bangalore Dist., Kolar Dist. and Rys. and C.I.D., Bangalore, for information and necessary action.

Copy forwarded with compliments to the Commissioner of Police, Civil & Military Station, Bangalore, for information.

M Seshadri
for Inspector-General of Police.

STATEMENT A.

Bangalore-Hindupur Railway Line.

Sl. No.	Name of village	Approximate distance M	Approximate distance F	No. of men required.
	BANGALORE DISTRICT.			
	Bangalore North Taluk.			
1.	Mathikere	1	6	4
2.	Nayasettihalli			
3.	Kodigehalli			
4.	Kotehosahalli			
5.	Byatarayanpur	2	2	3
	Jakkur Plantation			
6.	Allasandra			
7.	Yelahanka	2	6	4
8.	Puttanahalli			
9.	Harohalli	1	6	3
10.	Nagenahalli			
11.	Gantiganahalli			
12.	Avalahalli	2	4	4
13.	Singanaikanahalli			
14.	Honnenahalli			
15.	Kenchenahalli	2	6	4
16.	Rajankunte			
17.	Addegenahalli	1	4	2
18.	Sriramanahalli			
19.	Addiviswanathapur	2	6	3
20.	Surdenpur(Jodi).			
21.	Maresandra			
		18	0	27
	Doddaballapur Taluk.			
1.	Kadathamale	2	2	3
2.	Basavanahalli(Jodi)			
3.	Yellapur			
4.	Veerapura	1	6	3
5.	Basettihalli			
6.	Tippapura			
7.	Dargapur	1	4	4
8.	Managondahalli			
9.	Khasbagilu			
10.	Thigalebagilu			
11.	Siddanaikanahalli	1	6	3
12.	Rosipura			
13.	Muttasandra			
14.	Mallathanahalli	2	2	3
15.	Vaddarahalli			
16.	Thirumagondanahalli			
17.	Hadonahalli	2	2	3
18.	Kaleganaikanahalli	1	2	2
19.	Gunjur	3	.	4
		16	0	25

KOLAR DISTRICT.

Goribidanur Taluk.

1. Thippaganahalli 2. Kalanaikanahalli	2	4	4	
3. Basavapur 4. Thondebhavi	2	6	4	
5. Kamalapur 6. Potinahalli	2	2	4	
7. Alkapuri	1	6	2	
8. Vedalaveni	1	6	2	
9. Mittinahalli* 10. Madanahalli	2	2	4	*Beecharak
11. Karikallahalli 12. Kalludi	2	4	4	
13. Chikkurugodu 14. Errhalli	2	6	4	
15. Gowdasandra 16. Doddakurugode 17. Kudumalkunte	2	2	4	
	20	6	32	

STATEMENT B.

Officers and men to be deputed as follows :-

Bangalore North: Two Daffedars and six PCs. from Bangalore North Station.
To assemble at Yelahanka.

Doddaballapur Taluk: Two Daffedars and six PCs. -
one Daffedar and six PCs. from Doddaballapur Kasaba, &
one Daffedar from Doddabelavangala Stn.
To assemble at Doddaballapur.

Goribidanur Taluk: Two Daffedars and 8 PCs. -
One Daffedar and two Pcs. from Thondebhavi
One Daffedar and 3 PCs. from Manchenahalli, &
3 PCs. from Goribidanur Kasaba Stn.
To assemble at Goribidanur.

For Inspector-General of Police.

W 281-42-28. Secret.

No. F.161/1942. Bangalore, 6th August 1943.

350

RAILWAY SECURITY

My dear Vedavyasacharya,

I am desired to refer to the correspondence ending with Mr. Madhava Rau's secret demi-official letter No.1702, dated the 17th May 1943, and to say that the Hon'ble the Resident considers that the Village Responsibility Scheme for open line patrols on the railways Bangalore-Bisanattam and Bangalore-Hindupur should be put into force immediately.

2. I am to add that the Railway Protection Schema has already been put into effect on the railways in the Madras Presidency by the Inspector-General of Police Madras. It is understood that the Commissioner of Police has already been in touch with the Inspector General of Police, Mysore State, and the Sub Area Commander is holding Railway Protection Troops at six hours notice.

Yours sincerely,

V. Vedavyasacharya Esq., B.A.,
Chief Secretary to the Government of
Mysore, Bangalore.

W 281-42-29. 580

D.O.No.161/1942 W SECRET

Bangalore,
16th Augt.1942

Railway Security

My dear Vedavyasacharya,

In continuation of my secret demi-official letter No. E.161/1942, dated the 6th August 1943, I am desired to say that the Inspector General of Police, Madras, has telegraphed to say that he has cancelled the action taken by him regarding putting into effect the Railway Protection Scheme but is continuing the talayari patrol supervision subject to District Magistrates' requirements.

Yours sincerely,

V. Vedavyasacharya, Esq., B.A.,
Chief Secretary to the
Government of Mysore, Bangalore.

GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE

SECRET.

No. W.501.
W281-42-30.

General and Revenue Secretariat,

Bangalore dated ..... 7th September 1943.

FROM

The Chief Secretary to the Government of
His Highness the Maharaja of Mysore.

To

The Inspector General of Police in Mysore,
Bangalore.

SIR,

Railway Security.

I am directed to enclose herein for your information copies of Residency D.O.No.F.161/1942 dated the 6th August 1943 and 16th August 1943 on the above subject.

I have the honour to be
Sir,
Your most obedient servant,

For Chief Secretary to Government.

Copy of Residency D.O.No.F.161/1942 dated the 6th August 1943.

Railway Security.

I am desired to refer to the correspondence ending with Mr.Madhava Rau's secret demi-official letter No.1702, dated the 17th May 1943, and to say that the Hon'ble the Resident considers that the Village Responsibility Scheme for open line patrols on the railways Bangalore-Bisanattam and Bangalore-Hindupur should be put into force immediately.

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" Copy"

281-42-31
C.83/42-43. Es.
GOVERNMENT OF MYSORE

382
20.

ABDUL AZIZ KHAN, Esq., B.A.,
Offg. Inspector-General of Police
in Mysore.

Bangalore,
Aug. 7, 1943.

CONFIDENTIAL.

Railway Protection Scheme -
Bangalore - Harihar Section.

Dear Mr. Vedavyasacharya,

I herein enclose for the information of Government a copy of Railway Protection Scheme (revised) prepared for Bangalore-Harihar Section.

Yours sincerely,

A.A.Khan

CHIEF SECRETARY
9 AUG. 1943

V. Vedavyasacharya, Esq., B.A.,
Chief Secretary to Government.

NO. 6

Send. for perusal. The main file has been submitted to the Chief Engr. It is proposed to give effect to the scheme immediately only with regard to Bangalore – Bisanattam & Bangalore – Krishnapuram sections.

OFFICE of the CHIEF ENGINEER Rev and Fam 1 - SEP 1943 No. 1466

Sd 1/8/43.

Sd 1/9

for perusal.

Min R & A)

WP 31/8/43

R.A 1/9

WP 1/9/43

CHIEF 1 SEP 19

GOVERNMENT OF MYSORE. CONFIDENTIAL POLICE DEPARTMENT.

Railway Security Scheme.
Protection of communications during internal unrest.

....

BANGALORE-HARIHAR SECTION

The length of the Mysore State Railway Metre Gauge Line from Yeshavantpur (excluding Railway Station) to Haridpur is about 200 miles and 4 furlongs, for which portion protection arrangements have to be devised.

2 The Line traverses a distance of 35 miles and 2 furlongs in the taluks of Bangalore North and Nelamangala -- Bangalore District; 54 miles and 2 furlongs in the Taluks of Tumkur, Gubbi Tiptur and Turuvekere -- Tumkur District; 18 miles in the taluk of Arsikere -- Hassan District; 32 miles in the taluks of Kadur and Tarikere -- Kadur District; and 61 miles in the taluks of Hosadurga, Holalkere, Davanagere and Harihar - Chitaldrug Dist.

3 Generally there will be no trouble from Yeshavantpur to Kyathasandra. The real trouble starts from Kyathasandra. The Railway line will be protected by Police patrols at two Constables for every three miles. One Daffedar will be provided to supervise the patrols from each taluk on the railway line.

	Daffedar	P.Cs.
Bangalore District will provide Distance -- 35 miles & 2 furlongs in the taluks of Bangalore North and Nelamangala	2	24
Tumkur District will provide Distance - 54 miles and 2 furlongs in the taluks of Tumkur, Gubbi, Tiptur and Turuvekere	4	40
Hassan District will provide Distance - 18 miles in the taluk of Arsikere	1	12
Kadur District will provide Distance - 32 miles in the taluks of Kadur and Tarikere	2	22
Chitaldrug District will provide Distance - 61 miles in the taluks of Hosadurga, Holakere, Davanagere and Harihar	4	40
Total	13	138

Railway stations to be guarded

Station	Daff.	PCs.	Station	Daff	PCs
			Total B.O.	3	23
Kyathasandra	.	2	Ajjampur	.	2
Tumkur	.	3	Ramagiri	.	2
Gubbi	.	2	Chickjajur	1	3
Banasandra	.	2	Sasalu	.	2
Tiptur	1	3	Mayakonda	.	3
Arsikere	1	6	Kodaganur	.	2
Banavar	.	2	Davanagere	1	3
Kadur	.	2	Harihar	.	3
Birur	1	3			
C.O.	3	25	Total	5	45

Striking Force of the Provincial Reserve Police and the Military

Tiptur	One Naik and twelve Police Constables.
Arsikere	Battalion Headquarters and two companies Infantry at Arsikere. This party will find such train escorts as are necessary between Bangalore and Harihar and will have four platoons for action as required in Hassan or Chickmagalur.
Bhadravati	One company at Bhadravati which can detach one Platoon to Davanagere if required.
Chickjajur	One Naikx and twelve Constables.

Patrol Trains

During the period of an emergency, all trains running on this line will have an armed Police Guard. In addition to this, one or two patrol trains of two bogies with armed Police Guard or Military will also move, one between Bangalore and Arsikere and another from Arsikere to Harihar and back as a sort of protection of the village patrol men on duty.

~~Magistrates~~

Two Special Magistrates, from among those available in Bangalore City, have to be appointed and sent to Arsikere which will be their headquarters. One of them will have to travel in train from Arsikere to Harihar and another from Arsikere to Bangalore and back.

Supervision

One Sub Inspector from Kyatasandra to Birur One Sub Inspector from Birur to Harihar	To be found by the Dist. Superintendent of Police, Railways & CID., B'lore.

The staff for guarding Railway Stations will be found by the Superintendent of Police, Railways & CID. The staff for patrols on the Railway Line will be provided by the concerned Superintendents of Police in whose jurisdiction the Railway Line runs. The Superintendents of Police, Tumkur and Chitaldrug Districts will provide the Provincial Reserve Police Force whenever necessity arises for help on the Railway Line, specially at Tumkur and Davangere Railway Stations. The attention of all Superintendents of Police is drawn to Circular D.O.No.1010-19/CB., dated 24th August 1942, issued by Government and they must secure the co-operation of the Village Officers in this connection. The scheme will be put into operation as immediately as any emergency arises.

~~The Water Columns~~ at Birur and Chickjajur will be guarded ~~by the respective~~ local Police.

Villagers' Responsibility

The main features of this scheme is to make the inhabitants of the villages responsible for the safety of all railway, telegraph and telephone lines lying within the boundary of each such village. The Patels or the Headman of the Village will be held responsible for the safety of the Railway Line and he will be required to depute one or more inhabitants of the

village for patrolling the railway line in the limits of the village. With this end in view, the villages through which the line runs will be divided into groups, each group being held responsible for the section of the railway line in the area covered by the group. Each of the villages included in the group will depute one or more men per day for patrolling the railway line. The Patel will have naturally to depute persons by turns to take this work from day to day.

Primarily it will be the duty of the Patels of the respective villages to see that the railway patrols are carried out efficiently. The duties of the men told off for patrol will be :-

1) To detain immediately any person found under suspicious circumstances on the Railway line and hand him over to the Patel promptly;

2) To report immediately to the Patel any sign of damage to or sabotage on the Railway;

3) The patel in turn must report to the Police Officers on duty at the time who in turn will convey the message to the nearest Railway Station for communication to the Superintendents of Police concerned.

Identity discs will be issued for about four persons in each village by the District Superintendent of Police and serially numbered. These discs will be in the custody of the Patel who will hand them over each night to the persons deputed. The men on patrol on the railway line will be required to carry these identity discs with them. Whenever military or Police patrols are employed on the line, they will have to be intimated of the presence of these village patrols and the village patrol men will have to establish their identity by showing their identification discs.

The ~~xxx~~ satisfactory working of the scheme will be the responsibility of the local police. The Taluk Police Inspectors will be required to supervise these arrangements. The Police staff as detailed in the enclosed statement will be posted from each taluk exclusively to check and supervise the work of the village patrols.

Every village through whose area the railway line runs must be visited by Police.

The headman of each village must be interviewed and be made to understand that his village is responsible for the safety of the railway track and any other railway or Government property, within the village area ~~x~~ (to be defined by the numbers on the telegraph poles) and that his business is to assist the Police in the maintenance of law and order.

The village headman is to report to the local Police Station the presence of any suspicious strangers in the village. The villagers are to catch these men if they can ~~xxxxxxx~~ and bring them in. If the men escape, the villagers are to report where they came from and in what direction they made off. (Information about these men is most important, as it may enable them to be traced).

As soon as an emergency is anticipated, a telegram will be sent from this office as follows:

WARNING - PREPARE MYSORE R.T.

which means that they must mobilise the village officers and Police and assemble them at the places noted in Statement B.

On receipt of a telegram -

PROTECT MYSORE RAILWAYS

the scheme should be put into operation and the village patrol men must be deputed for patrol on their respective sections.

The Superintendents of Police will immediately prepare a list of villagers who will have to be called for patrol duty and have them ready.

The required number of identity discs, lattas and lanterns will be supplied to the Superintendents of Police concerned for being issued to the villagers whenever they are called for duty.

Statement A shows the grouping of the villages and distances to be covered by each group and the number of men required for patrol.

Statement B shows the number of Police Officers and men to be deputed, the stations from which they are to be drawn and the places where they have to be assembled.

Sd. A.A.KHAN,
Inspector General of Police.

GS M.C.C.89/42-43

Copies to

Deputy Commissioners of Bangalore, Tumkur, Kadur, Hassan and Chitaldrug Districts. with compliments.
District Superintendents of Police, Bangalore, Tumkur, Kadur, Hassan, Chitaldrug Districts, Railways & CID., Provincial Reserve Police, &Special Branch, B'lore.
the Chief Commandant, Mysore State Troops, Bangalore with compliments.
the General Manager, Mysore State Railway, Mysore, with compliments.
the Officer Commanding, H.Q.160 L of C Sub Area.

7.6.43

For Inspector General of Police.

STATEMENT "A"

Group No.	Village	Approx. distance M	Approx. distance f	No. of men required for patrol.
BANGALORE DISTRICT				
	Kethmarnahalli Yesvanthapur	2	6	4
II	Jalahalli Settyhalli(JODI) Kamagondanhalli (JODI)	2	3	3
III	Medarahalli(JODI) Banavar	2	4	4
IV	Soldevanahalli Kumbarahalli Tharabanahalli	3	.	6
V	Munianapalya Narsipur Govindapur Agraharpalya	2	2	4
	Huskur Sayapannahalli	2	3	4
VII	Gollahalli Byrasettihalli	2	2	4
VIII	Bolanarasehalli Tyagadapally Chikkanhalli	1	4	3
IX	Byrancikanhalli Vodekunte	2	3	4
X	Gulapur Doddabele	2	2	4
XI	Mavinakumnahalli Karhalli Doddachannahalli Manne	1	5	4
XII	Muddalinganhalli Mekankuppa	1	5	2
XIII	Nidavanda Pemmanahalli(JODI)	2	.	4
XIV	Thimmanagollahalli Dobspet Lakkur	1	6	3
		C.O.		53
	Total B.O.			53
XV		2	2	x4
	TOTAL			57
TUMKUR DISTRICT				
I	Nandihalli Chikkahalli Hirehally	2	4	3
II	Pandithnahally Manchalkuppa Kyadala	1	7½	4
III	Basavapatna Kyatasandra Batwadi	2	3	3
IV	Settihally Tumkur Ak Kuripalya	2	5½	3
V	Tumkur Town Agalkote	1	3	2
VI	Bheemasandra	2	.	3
VII	Heggere Gollahally	2	.	4
VIII	Mallasandra Abbatnahalli	2	3½	4
IX	Kallipalya Mukanhahallipatna Mudigere	2	3½	3
X	Singenhalli Rayavara Channasettihalli	2	5	3
XI	Harvesandra Herur Mathighatta	1	7	3
XII	Benachigere Nittur Amanikere Harenahally	2	3	3
		C.O.		38

PTO

Group No.	Village	Approximate distance M	Approximate distance F	No.of men required for patrol
Tumkur District Contd...				
	Total B.O.			38
XIII	Pura Nandihally Parasanahalli	2	1¾	3
XIV	Kanchanahally Dennare Kodimuddanahally Jankadevanahally Chanwadarahally	2	1	5
XV	Rampur Sunkapura Badanahally	1	5½	3
XVI	Veerasagara-dakaradeval Sampige Yelladabagi	2	.	3
XVII	Appasandra Chakadanahally Sivanahally Dandinasivara Ammanahally Ammasandra	2	3	6
XVIII	Hosahally Lingapura Dunda	2	.	3
XIX	Lakkasandra Kibbepalya Kulisandra	2	4	3
XX	Banasandra Hommenahally Hosahally	2	4	3
XXI	Arakkuppe	2	3	3
XXII	Madalaihally	1	5	2
XXIII	Kuppalu Karadi Kattihalli	2	3	3
XXIV	Peddihally Kotanaikanahally	2	4	4
XXV	Hindisgere Tiptur Town	2	4	4
XXVI	Maranagere	1	2	2
		C.O.		85

Group No.	Village	Approximate distance M	Approximate distance F	No.of men required for patrol
XXVII	Madihally	2	.	3
XXVIII	Madanur Kattihally	1	6	4
XXIX	Hirebidara Siddapura Konehally	1	4	3
	Total			95

HASSAN DISTRICT.-

I	Bagilaghatta Kenkarehalli Kachighatta Khandilinganahalli	2	2	4
II	Kovenahalli Ramapura Cheluvanahalli	2	.	3
III	Kastihalli Hariharapura Kanihalli Hiriyur	2	3¼	4
IV	Layalapura Chikkur Kalnaikanahalli	1	7	3
V	Katikere	2	6	4
VI	Arasikere Kadihalli Bandihalli Lakshmidevanahalli	1	5¼	4
VII	Sulekere Honnasettihalli	1	5	2
VIII	Adihalli	1	5	2
IX	Mylanahalli	1	4	2
	Total			28

P.T.O.

Group No.	Village	Approximate distance M	Approximate distance F	No.of men required for patrol
KADUR DISTRICT.-				
I	Machagondanahalli Thippagondanahalli Chikdevanur Kurubarahalli Devanoor Halladahalli	7	2	8
II	Gundasagar Sambinagundi Devarahalli Ranjanahalli Ballekere	5	6	8
III	Kadurhalli Bandikoppalu Dombarahalli Horavanahalli Kadur Ry.Stn Birur	3	.	8
IV	Galihalli Jodithimmapura Yerehalli Kerehalli	3	2	8
V	Kortikere Nagamangala Somenahalli Channapura Mallenahalli Ajjampur Ry.Stn Hebbur Sankenkotte	4	2	8
VI	Bundre Thadaga Banur Thyagarajanahalli Giriyapura	3	2	5
	Total			45
CHITALDRUG DISTRICT.-				
I	Harihar Kasba	1	5¼	2
II	Amaravathi Doggalli Neelavvanahalli Dodbathi	2	5½	4
III	Karur Yerragunta Davanagere Part	1	¼	3
IV	Davanagere part	2	.	3
	C.O.			12
	B.O.			12
V	Anakonda Chikkanhally	1	4	2
VI	Nittrahalli	2	.	3
VII	Avargere	1	.	2
VIII	Pammenhalli Tholahunse	2	.	4
IX	Chittobanahally	2	.	3
X	Kurki Heretogaleri	1	4	2
XI	Hanumanahally Bachaghatta Kallur	2	.	3
XII	Vaderahally	2	.	3
XIII	Kodanur Annapura Dindahally Chikkamagadi	2	4	4
XIV	Doddamagadi	1	4	2
XV	Mayakonda part	2	.	3
XVI	Mayakonda part Hedni Hutchavvanahally Kabbur Ventihal	1	4	4
XVII	Vittalpur Bommenahally Guchalli	2	.	3
XVIII	Muttagadur	2	.	3
XIX	Sasalu	2	.	3
XX	Bharmanaikandurga Rangavvanahally	2	.	4
XXI	Sringeri Hanumanahally	2	.	3
XXII	Honnakalve Chikjajur Kotehal Banagere	2	.	3
	Total C.O.			66

PTO

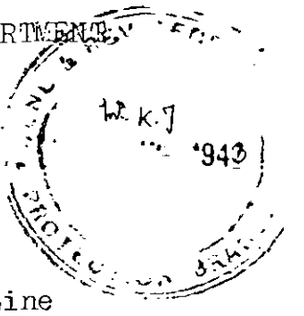
Group No.	Village	Approximate distance M	F	No.of men required for patrol
XXIII	Padikatte Agrahar	2	.	4
XXIV	Kunigalli Gudimadu	2	.	4
XXV	Holalkere Ry.Stn. (Archalli) Basapur	2	.	3
XXVI	Nulenur Rangapur	2	4	4
XXVII	Mallapur Ramagiri Ambihally	3	.	6
XXVIII	Gangasamudra	2	.	3
XXIX	Vaderahally Arabaghatta Mallenahally	3	.	6
XXX	Bidarakere Chikkamallenahally Jamnapur	3	.	4
			Total	101

.....

STATEMENT B.

Station from which Police Officers and men have to be drawn.	Dfr.	PCs.	Places where Police Officers & villagers are to be mustered.
BANGALORE DT: Bangalore North & Nelamangala.	2	24	Chickbanavar, Gollahalli and Nidavanda.
TUMKUR DT: Tumkur, Gubbi, Tiptur and Thuruvekere.	4	40	Kyathasandra, Tumkur, Nittur, Bommasandra and Tiptur.
HASSAN DT: Arsikere	1	12	Arsikere and Banavar.
KADUR DT: Kadur and Tarikere	2	22	Kadur and Ajjampur.
CHITALDRUG DT: Hosadurga, Holalkere Davangere and Harihar.	4	40	Ramagiri, Holalkere, Mayakonda, Davangere and Harihar.
Total	13	138	

GOVERNMENT OF MYSORE. POLICE DEPARTMENT.



Railway Security Scheme.
Protection of communications during internal unrest.

CONFIDENTIAL

BANGALORE-HARIHAR SECTION

The length of the Mysore State Railway Metre Gauge Line from Yeshavantpur (excluding Railway Station) to Haribar is about 200 miles and 4 furlongs, for which portion protection arrangements have to be devised.

2 The Line traverses a distance of 35 miles and 2 furlongs in the taluks of Bangalore North and Nelamangala -- Bangalore District; 54 miles and 2 furlongs in the Taluks of Tumkur, Gubbi, Tiptur and Turuvekere -- Tumkur District; 18 miles in the taluk of Arsikere -- Hassan District; 32 miles in the taluks of Kadur and Tarikere -- Kadur District; and 61 miles in the taluks of Hosadurga, Holalkere, Davanagere and Harihar -- Chitaldrug Dist.

3 Generally there will be no trouble from Yeshavantpur to Kyathasandra. The real trouble starts from Kyathasandra. The Railway line will be protected by Police patrols at two Constable for every three miles. One Daffedar will be provided to supervise the patrols from each taluk on the railway line.

	Daffedar	P.Cs.
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Total	13	138

Railway stations to be guarded

Station	Daff.	PCs.	Station	Daff	PCs
			Total B.O.	3	23
Kyathasandra	.	2	Ajjampur	.	2
Tumkur	.	3	Ramagiri	.	2
Gubbi	.	2	Chickjajur	1	3
Banasandra	.	2	Sasalu	.	2
Tiptur	1	3	Mayakonda	.	3
Arsikere	1	6	Kodaganur	.	2
Banavar	.	2	Davanagere	1	3
Kadur	.	2	Harihar	.	3
Birur	1	3			
C.O.	3	25	Total	5	45

Striking Force of the Provincial Reserve Police and the Military

Tiptur — One Naik and twelve Police Constables.

Arsikere — Battalion Headquarters and two companies Infantry at Arsikere. This party will find such train escorts as are necessary between Bangalore and Harihar and will have four platoons for action as required in Hassan or Chickmagalur.

Bhadravati — One company at Bhadravati which can detach one Platoon to Davangere if required.

Chickjajur — One Naikx and twelve Constables.

Patrol Trains

During the period of an emergency, all trains running on this line will have an armed Police Guard. In addition to this, one or two patrol trains of two bogies with armed Police Guard or Military will also move, one between Bangalore and Arsikere and another from Arsikere to Harihar and back as a sort of protection of the village patrol men on duty.

Magistrates

Two Special Magistrates, from among those available in Bangalore City, have to be appointed and sent to Arsikere which will be their headquarters. One of them will have to travel in train from Arsikere to Harihar and another from Arsikere to Bangalore and back.

Supervision

One Sub Inspector from Kyatasandra to Birur
One Sub Inspector from Birur to Harihar
} To be found by the Dist. Superintendent of Police, Railways & CID., B'lore.

The staff for guarding Railway Stations will be found by the Superintendent of Police, Railways & CID. The staff for patrols on the Railway Line will be provided by the concerned Superintendents of Police in whose jurisdiction the Railway Line runs. The Superintendents of Police, Tumkur and Chitaldrug Districts will provide the Provincial Reserve Police Force whenever necessity arises for help on the Railway Line, specially at Tumkur and Davangere Railway Stations. The attention of all Superintendents of Police is drawn to Circular D.O.No.1010-19/CB., dated 24th August 1942, issued by Government and they must secure the co-operation of the Village Officers in this connection. The scheme will be put into operation as immediately as any emergency arises.

The Water Columns at Birur and Chickjajur will be guarded by the respective local Police.

Villagers' Responsibility

The main features of this scheme is to make the inhabitants of the villages responsible for the safety of all railway, telegraph and telephone lines lying within the boundry of each such village. The Patels or the Headman of the Village will be held responsible for the safety of the Railway Line and he will be required to depute one or more inhabitants of the

village for patrolling the railway line in the limits of the village. With this end in view, the villages through which the line runs will be divided into groups, each group being held responsible for the section of the railway line in the area covered by the group. Each of the villages included in the group will depute one or more men per day for patrolling the railway line. The Patel will have naturally to depute persons by turns to take this work from day to day.

Primarily it will be the duty of the Patels of the respective villages to see that the railway patrols are carried out efficiently. The duties of the men told off for patrol will be -

1) To detain immediately any person found under suspicious circumstances on the Railway line and hand him over to the Patel promptly;

2) To report immediately to the Patel any sign of damage to or sabotage on the Railway;

3) The patel in turn must report to the Police Officers on duty at the time who in turn will convey the message to the nearest Railway Station for communication to the Superintendents of Police concerned.

Identity discs will be issued for about four persons in each village by the District Superintendent of Police and serially numbered. These discs will be in the custody of the Patel who will hand them over each night to the persons deputed. The men on patrol on the railway line will be required to carry these identity discs with them. Whenever military or Police patrols are employed on the line, they will have to be intimated of the presence of these village patrols and the village patrol men will have to establish their identity by showing their identification discs.

The satisfactory working of the scheme will be the responsibility of the local police. The Taluk Police Inspectors will be required to supervise these arrangements. The Police staff as detailed in the enclosed statement will be posted from each taluk exclusively to check and supervise the work of the village patrols.

Every village through whose area the railway line runs must be visited by Police.

The headman of each village must be interviewed and be made to understand that his village is responsible for the safety of the railway track and any other railway or Government property, within the village area (to be defined by the numbers on the telegraph poles) and that his business is to assist the Police in the maintenance of law and order.

The village headman is to report to the local Police Station the presence of any suspicious strangers in the village. The villagers are to catch these men if they can and bring them in. If the men escape, the villagers are to report where they came from and in what direction they made off. (Information about these men is most important, as it may enable them to be traced).

As soon as an emergency is anticipated, a telegram will be sent from this office as follows:

WARNING - PREPARE MYSORE R.T.

which means that they must mobilise the village officers and Police and assemble them at the places noted in Statement B.

On receipt of a telegram

PROTECT MYSORE RAILWAYS

the scheme should be put into operation and the village patrol men must be deputed for patrol on their respective sections.

The Superintendents of Police will immediately prepare a list of villagers who will have to be called for patrol duty and have them ready.

The required number of identity discs, lattas and lanterns will be supplied to the Superintendents of Police concerned for being issued to the villagers whenever they are called for duty.

Statement A shows the grouping of the villages and distances to be covered by each group and the number of men required for patrol.

Statement B shows the number of Police Officers and men to be deputed, the stations from which they are to be drawn and the places where they have to be assembled.

Sd. A.A.KHAN,
Inspector General of Police.

GS No.C.C.28/42-43

Copies to

Deputy Commissioners of Bangalore, Tumkur, Kadur, Hassan and Chitaldrug Districts with compliments.
District Superintendents of Police, Bangalore, Tumkur, Kadur, Hassan, Chitaldrug Districts, Railways & CID., Provincial Reserve Police, &Special Branch, B'lore.
the Chief Commandant, Mysore State Troops, Bangalore with compliments.
the General Manager, Mysore State Railway, Mysore, with compliments.
the Officer Commanding, H.Q.160 L of C Sub Area.

9.8.43

For Inspector General of Police.

STATEMENT "A"

Group No.	Village	Approx. distance. M	Approx. distance. f	No. of men required for patrol.
BANGALORE DISTRICT				
	Kethmaranahalli Yesvanthapur	2	6	4
I	Jalahalli Settyhalli(JODI) Hemagondanhalli (JODI)	2	3	3
III	Medarahalli(JODI) Banavar	2	4	4
IV	Soldevanahalli Kumbarahalli Tharabanahalli	3	.	6
V	Munisnapalya Narsipur Govindapur Agraharpalya	2	2	4
VI	Huskur Seyapanahalli	2	3	4
VII	Gollahalli Byrasettihalli	2	2	4
VIII	Bolanarasahalli Tyagadapally Chikkanhalli	1	4	3
IX	Dyrangikanhalli Vadekunte	2	3	4
X	Gulapur Doddabele	2	2	4
XI	Mavinakumnahalli Karhalli Doddachannahalli Manne	1	5	4
XII	Muddalinganhalli Mokankuppa	1	5	2
XIII	Nidavanda Pommanahalli(JODI)	2	.	4
XIV	Thimmanagolla Halli Dobspet Lakkur	1	6	3
		C.O.		53
	Total B.C.			53
XV		2	2	4
	TOTAL			57

Group No.	Village	Approximate distance M	Approximate distance F	No. of men req. for patrol
TUMKUR DISTRICT				
I	Nandihalli Chikkahalli Hirehally	2	4	3
II	Pandithnahally Manchalkuppa Kyadala	1	7½	4
III	Basavapatna Kyatasandra Batwadi	2	3	3
IV	Settihally Tumkur AK Kuripalya	2	5½	3
V	Tumkur Town Agalkote	1	3	2
VI	Bheemasandra	2	.	3
VII	Heggere Gollahally	2	.	4
VIII	Mallasandra Abbatnahalli	2	3½	4
IX	Kallipalya Mukanhahallipatna Mudigere	2	3½	3
X	Singenhalli Rayavara Channasettihalli	2	5	3
XI	Harvesandra Herur Mathighatta	1	7	3
XII	Benachigere Nittur Amanikere Harenahally	2	3	3
		C.O.		38

PTO

Group No.	Village	Approximate distance M	Approximate distance F	No. of men required for patrol
Tumkur District Contd...				
	Total B.O.			38
XIII	Pura Nandihally Parasanahalli	2	1¾	3
XIV	Kanchanahally Dennare Kodimuddanahally Jankadevanahally Chanvaderahally	2	1	5
XV	Rampur Sunkapura Badanahally	1	5½	3
XVI	Veerasagara-dakaradeval Sampige Yelladabagi	2	.	3
VII	Appasandra Chokadanahally Sivanahally Dandinasivara Ammanahally Ammasandra	2	3	6
XVIII	Hosahally Lingapura Dunda	2	.	3
XIX	Lakkasandra Kibbepalya Hulisandra	2	4	3
XX	Banasandra Hommenahally Hosahally	2	4	3
XXI	Aralkuppe	2	3	3
XXII	Madalgihally	1	5	2
XXIII	Kuppalu Karadi Kattihalli	2	3	3
XXIV	Peddihally Kotanaikanahally	2	4	4
XXV	Hindisgere Tiptur Town	2	4	4
XXVI	Marenagere	1	2	2
		C.O.		85

Group No.	Village	Approximate distance M	Approximate distance F	No. of men required for patrol
XXVII	Madihally	2	.	3
XXVIII	Madenur Kattihally	1	6	4
XXIX	Hirebidara Siddapura Konehally	1	4	3
	Total			95

HASSAN DISTRICT.-

I	Bagilaghatta Kenkarehalli Kachighatta Khandilinganahalli	2	2	4
II	Kovenahalli Ramapura Cheluvanahalli	2	.	3
III	Kastihalli Hariharapura Kanihalli Hiriyur	2	3¼	4
IV	Layalapura Chikkur Kalnaikanahalli	1	7	3
V	Katikere	2	6	4
VI	Arasikere Kadihalli Bandihalli Lakshmidevanahalli	1	5¼	-
VII	Sulekere Honnasettihalli	1	5	
VIII	Adihalli	1	5	2
IX	Mylanahalli	1	4	2
	Total			28

P.T.O.

Group No.	Village	Approximate distance M	F	No.of men required for patrol
KADUR DISTRICT.-		7	2	
I	Machagondanahalli Thippagondanahalli Chikdevanur Kurubarahalli Devanoor Halladahalli			8
II	Gundasagar Sanabinagundi Devarahalli Ranjanahalli Ballekere	5	6	8
III	Kadurhalli Bandikoppalu Dombarahalli Horavanahalli Kadur Ry.Stn Birur	3	.	8
IV	Galihalli Jodithimmapura Yerehalli Kerehalli	3	2.	8
V	Kortikere Nagamangala Somenahalli Channapura Mallenahalli Ajjampur Ry.Stn Hebbur Banakankotte	4	2	8
VI	Bundre Thadaga Banur Thyagajjanahalli Giriyapura	3	2	5
	Total			45
CHITALDRUG DISTRICT.-				
I	Harihar Kasba	1	5¼	2
II	Amaravathi Doggalli Neelavvanahalli Dodbathi	2	5½	4
III	Karur Yerragunta Davanagere Part	1	¼	3
IV	Davanagere part	2	.	3
	C.O.			12
	B.O.			12
V	Anakonda Chikkanhally	1	4	2
VI	Nittrahalli	2	.	3
VII	Avergere	1	.	2
VIII	Pammanhalli Tholahunse	2	.	4
IX	Chittobanahally	2	.	3
X	Kurki Heretegaleri	1	4	2
XI	Hanumanahally Bachaghatta Kallur	2	.	3
XII	Vaderahally	2	.	3
XIII	Kodanur Annapura Dindahally Chikkamagadi	2	4	4
XIV	Doddamagadi	1	4	2
XV	Mayakonda part	2	.	3
XVI	Mayakonda part Hedni Hutchavvanahally Kabbur Ventihal	1	4	4
XVII	Vittalpur Bommenahally Guchalli	2	.	3
XVIII	Muttagadur	2	.	3
XIX	Sasalu	2	.	3
XX	Bharmanaikandur Rangavvanahally	2	.	4
XXI	Sringeri Hanumanahally	2	.	3
XXII	Honnakalve Chikjajur Kotehal Banagere	2	.	3
	Total C.O.			66

Group No.	Village	Approximate distance M	F	No.of men required for patrol
XXIII	Padikatte Agrahar	2	.	4
XXIV	Kunigali Gudimadu	2	.	4
XXV	Kolalkere Ry.Stn. (Archalli) Basapur	2	.	3
XXVI	Nulenur Rangapur	2	4	4
XXVII	Mallapur Ramagiri Ambihally	3	.	6
XXVIII	Gangasamudra	2	.	3
XXIX	Vaderahally Arabaghatta Mallenahally	3	.	6
XXX	Biderakere Chikkamallenahally Jamnapur	3	.	4
			Total	101

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STATEMENT B.

Station from which Police Officers and men have to be drawn.	Dfr.	PCs.	Places where Police Officers & villagers are to be mustered.
BANGALORE DT: Bangalore North & Nelamangala.	2	24	Chickbanavar, Gollahalli and Nidavanda.
TUMKUR DT: Tumkur, Gubbi, Tiptur and Thuruvekere.	4	40	Kyathasandra, Tumkur, Nittur, Bommasandra and Tiptur.
HASSAN DT: Arsikere	1	12	Arsikere and Banavar.
KADUR DT: Kadur and Tarikere	2	22	Kadur and Ajjampur.
CHITALDRUG DT: Hosadurga, Holalkere Davangere and Harihar.	4	40	Ramagiri, Holalkere, Mayakonda, Davangere and Harihar.
Total	13	138	

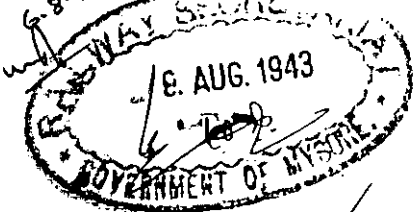
The matter has all along been dealt with in the C.B & the Rly Secrett

6/8/43

If approd, this will be passed on to the Rly Secrett.

6/8

G.B.C.S.



W281-42-32/037/163

The reply to this communication should be addressed to the Secretary to the Resident in Mysore, Bangalore, by designation and not by name.

Secret. No. F.161/1942.

394/2

POLITICAL & REV. SECRETT. DIARY K.7 6. AUG 1943

FROM

THE SECRETARY

TO THE HON'BLE THE RESIDENT IN MYSORE.

230/42

To

The Chief Secretary to the Government of Mysore,
Bangalore.

CHIEF SECRETARY 5 AUG 1943 GOVT OF MYSORE

Dated Bangalore, the 5th August *1942.*

Subject:- Railway Protection.

SIR,

I am directed to enclose a copy of a secret memorandum from the O.C. 3rd Bn. M & R. Sikh Regiment No. 1043/C/23 dated the 20th July 1943, and to ask that the information may kindly be obtained from the D.I.G. Mysore State and forwarded to this Residency.

I have the honour to be,
Sir,
Your obedient servant,

Secretary to the Resident in Mysore.

SECRET

No. 1043/C/23
3rd Bn. M & R Sikh Regt.,
C/O 11 A.B.P.C. 20/7/43.

To

The Agent and General Manager,
Mysore State Railway, Bangalore.

Subject:- RAILWAY PROTECTION.

Memo. Reference H.No.105 L of C Area No.503/1/152/G, dated 10/7/1943

Will you please furnish me with the following information:-

(1) Details of the various sectors of the Mysore State Railway System, stating the category under which classified Viz., W.D., Provincial or other Railways.

(2) Any important vital points on these various sectors for which it is considered that special protection measures are necessary.

Sd/-

Offg: Commanding 3rd Bn. M & R Sikh Regt.

Copy to the Secretary to the Resident in Mysore, Bangalore

1. With the request that the D.I.G. Mysore State Police may please be instructed to furnish me with the following information in regard to his protection measures for the various Sectors of the line as under:-

(a) Disposition of the police along the line including Reserves and other various Roles
(b) Guards over vital points.
(c) Train guards with location of their respective H.Qrs.
(d) Details of any protective schemes of Revenue servants under supervision of the police if applicable.
(e) Details of any Village protection schemes in force.
(f) Details of any assistance from D of I Units.

2. The permanent Commandant who is at present in hospital in Bangalore, intends contacting you and the D.I.G personally on his discharge from hospital during the ensuing week if convenient.

Appendix F. G.—1]

SUBJECT.....

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.....

Section ~~D~~ War

File No. 281-42

Serial No. 33.

Diary No. of letter replied to.....1037.....

No. W.471.

To

General and Revenue Secretariat

( )

the *194* .

The S.P. of police
in Ulster, Banbridge

Sir.

ate of issue.....1-9-43.....

Signed by.....Mr AKN.....

I am forwarding herewith a copy of a secret memo from the O.C 32nd Bn M.T.R. Lisburn Regiment No. 1043/S/23 dated 20th July 1943 addressed to the Secretary to the Home Office which I am directed to request you to be so good as to furnish information in regard to the protection measures for the various sections of the Ulster State Railway System, for the communication of the Residences.

List of enclosures.....

Copied by.....

Examined by.....

Yours obedt servt

WD 04161—GPB—60,000—24-10-41

WD 31/8/43
for chief Secy
BR
10/8

C. F. No. 46]

W 281-42-34.

698 W

GOVERNMENT OF MYSORE

Telegram / phone — Confidential

OFFICE OF the Inspector-General of Police in Mysore, Bangalore.

No. C.B. 28/42-43.
Encls. Three.

Date September 11, 1943.

To

W 9 14/9/43

The Chief Secretary to the Government of Mysore, Bangalore.

Sir,

Protection measures for the different sectors of the Mysore State Railways.

With reference to your letter No.W.471 dated the 1st September 1943, I have the honour to state that schemes for the protection of the marginally noted important Railway Lines have been drawn up, and they will be put into effect as soon as any emergency arises. Copies of these schemes are herein enclosed for information.

Category 'A'.
Bangalore-Bisanatham Line.
Bangalore-Hindupur Line.
Category 'B'.
Bangalore-Harihar Line.

As regards the rest of the railway lines, i.e. Bangalore Mysore-Chamarajanagar, Mysore-Arsikere, Birur-Thalaguppa and Chickjajur-Chitaldrug, no arrangements have so far been made for their protection, but necessary protection measures will be taken during an emergency.

I have the honour to be,
Sir,
Your most obedient servant,

INSPECTOR GENERAL OF POLICE.

Appendix F. G.—1]

SUBJECT.....

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Diary No. of letter replied to.....

General and Revenue Secretariat

( )

the *194* .

Date of issue... 11. 10. 43.

Signed by Mr. F.C. V Iyer

Calicut Bangalore - Bangalore Cantonment time

Bangalore - Hindupur time

Calicut B

Bangalore - Haveri time.

List of enclosures.....

Copied by.....

Examined by.....

Section War

File No. 281-42

Serial No. 35

Secret

No. Pol. 722

To The Secretary to the Hon'ble the Railway Member

Sir,

With reference to your letter No F.61/1942 & 5th Aug. 43 on the above subject I am directed to state that schemes for the protection of the originally noted important Railway lines have been drawn up and they will be put into effect as soon as any emergency arises. Copies of the schemes to be enclosed for information.

As regards the rest of the Railway lines in Bangalore, Mysore, Chamarajanagar, Mysore, Arsikere, Birur, Tadapatri, Chickjajur-Chikballapur No arrangements have to

for her made for their protection
but Nearing protection Measures will be
better During an emergency.

I have to.

Yours sincerely

For Christopher Gent

W 281-42-36. 1026 - W.

The reply to this communication should be addressed to the Secretary to the Resident in Mysore, Bangalore, by designation and not by name.

Secret. No. F. 161/1941.

FROM

THE SECRETARY

TO THE HON'BLE THE RESIDENT IN MYSORE.

To

The Chief Secretary to the Government of Mysore, Bangalore.

29 OCT 1943 GOVT. OF MYSORE

Dated Bangalore, the 28th October 1943.

Subject:- Railway Protection.

SIR,

I am directed to refer to your secret letter No.Pol.722/War, dated the 11th October 1943, and to say that it has been generally accepted in regard to Internal Security Schemes that railway stations as such require no special guards; but particular vital points such as important bridges, power stations and workshops, signal boxes and watering points and armouries, damage to which by sabotage is practicable and would seriously interfere with railway working, may need special guards. (1) In this connection I am to invite the attention of the Government of Mysore to paragraph 3 of the Railway Security Scheme for the Bangalore-Harihar Section, which was enclosed with your letter under reference and to suggest that the question of providing guards over such vulnerable points may kindly be considered.

2. (2) The Internal Security Schemes also provide for the provision of as large a reserve as possible to be held in readiness to proceed by train or motor transport to threatened points in order to break up hostile gatherings and to provide escorts for parties repairing damage to the line.

3. I am to request that, if the Government of Mysore see no objection, the railway Security Scheme for the Bangalore-Harihar section may be reconsidered in light of the above and a copy of the revised scheme forwarded to this Residency at an early date.

I have the honour to be,
Sir,
Your obedient servant,

A. S. Baker

Secretary to the Resident in Mysore.

Appendix F. G.—1]

SUBJECT.....

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Section War

File No. 281-42

Serial No. 37.

Diary No. of letter replied to.....1026.....

Secret

No. W.857.

To The Ust

General and Revenue Secretariat

( )

the *194* .

Sir,

Railway Protection

With refe to your letter No C.B. 28/42/43 d 11th Sept. 43 on the abov subject. I am directed to enclos herein a copy of Rly letter d 28th Octr. 43 since received in the matter and to request that the scheme for the Bangalore-Hosur Section Ms Unit may be revised on the lines suggested. Two copies of the revised scheme Ms Unit may be sent to this office for reference and for transmission to the Railway at an early date.

Thanks

Date of issue..... 5-11-43.....

Signed by..... Mr SKM .....

List of enclosures.....

Copied by..... BAK 5/11/43

Examined by.....

for 5/11/43 Chief/Dep/Asst

WD 04161—GPB—60,000—24-10-41